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VOL. II.—TOPOGRAPHICAL

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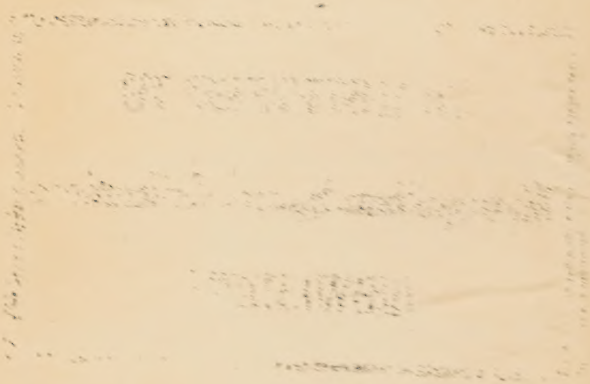

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MEMORIALS OF LIVERPOOL

HISTORICAL AND TOPOGRAPHICAL
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A HISTORY OF THE DOCK ESTATE

BY

J. A. PICTON, F.S.A.

SECOND EDITION, REVISED, WITH ADDITIONS

CONTINUED

TO THE END OF THE REIGN OF QUEEN VICTORIA

PUTNEY.

BY

J. ALLANSON PICTON, M.A.

IN TWO VOLUMES

VOL. II.—TOPOGRAPHICAL

2053.

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CONTENTS OF THE SECOND VOLUME.

TOPOGRAPHICAL.

CHAPTER:		PAGE
I.	CASTLE STREET AND THE TOWN-HALL	1-32
II.	OLDHALL STREET NORTHWARD	33-50
III.	CHAPEL STREET AND TITHEBARN STREET NORTHWARD	51-78
IV.	WATER STREET TO JAMES STREET	79-101
V.	DALE STREET AND ITS NEIGHBOURHOOD	102-124
VI.	LORD STREET TO SOUTH CASTLE STREET, ETC.	125-145
VII.	CHURCH STREET AND ITS VICINITY	146-175
VIII.	ST. GEORGE'S HALL AND ITS NEIGHBOURHOOD	176-202
IX.	THE DISTRICT OF MOUNT PLEASANT	203-233
X.	BOLD STREET AND ITS SURROUNDINGS	234-265
XI.	DUKE STREET AND ITS NEIGHBOURHOOD	266-295
XII.	FROM LONDON ROAD NORTHWARD	296-331
XIII.	EVERTON	332-359
XIV.	EVERTON (*continued*)	360-387
XV.	KIRKDALE	388-416
XVI.	WEST DERBY (MUNICIPAL PORTION)	417-449
XVII.	TOXTETH PARK (MUNICIPAL PORTION)	450-489
	CONTINUATION OF THE HISTORY TO 1901	491-537
	CONTINUATION OF THE HISTORY OF THE DOCK ESTATE	539-550
	STORY OF VYRNWY	551-562
	INDEX	563

BRARY,

MEMORIALS OF LIVERPOOL.

TOPOGRAPHICAL.

CHAPTER I.

CASTLE STREET AND THE TOWN-HALL.

CHAP. I.

Centre.

Dicky Sam.

CASTLE STREET is to Liverpool what Cornhill is to the City of London, Market Street to Manchester, Princes Street to Edinburgh, the Corso to Rome, the Strada di Toledo to Naples—the embodiment of its character, the centre of its system, to which everything tends, and from which its influence principally radiates. The genuine "Dicky Sam"[1] can form no higher idea of wealth and prosperity than that exhibited between the Exchange flags and St. George's Church; and scattered as they are over the wide earth, wherever the exigencies of commerce may have guided their wandering course, from the copper-mines of Burra-Burra to

> The continuous woods
> Where rolls the Oregon, and hears no sound
> Save his own dashings,

History.

when the hardy pioneers of Liverpool commerce turn their thoughts homeward, it is Castle Street which presents itself to their mind's eye. The history of Castle Street is the history of Liverpool. Let us endeavour to trace it in its general features.

Courteous reader, take thy stand at the east end of St. George's Church and look around. The irregular circle which extends from the top of Lord Street to the top of James Street,

[1] "Dicky Sam," the local appellation for one born within the sound of the parish bells; probably from the familiar mode of address of the natives in the olden time.

CHAP. I.

Site of Castle. Camden.

in the centre of which stands the church, is the site of the Castle of Liverpool, the present alignment following pretty nearly the line of the ancient fosse. According to Camden, whose description I have quoted in the historical portion, this castle was built by Roger de Poictou; but for this statement there is not the slightest authority. There is no mention of *Liferpoll* in any Saxon document; nor does Domesday Book, to which he subsequently refers, give any confirmation whatever to the alleged origin of the castle. The probability is, that Camden had never visited the neighbourhood, and took his information at second hand. We shall see, however, that there was some excuse for the mistake, arising out of the confused mode in which some of the documents mix up the Castles of Liverpool and West Derby.

West Derby Manor. A.D. 1086.

If we turn to Domesday Book, we find that the Manor of *Derbei* was formerly possessed by King Edward the Confessor; that it passed by royal grant to Roger de Poictou, along with the rest of the lands between the Ribble and the Mersey. At the time of the Survey it is stated: "the demesne of this manor held by Roger is worth eight pounds." It is further stated that "the thanes by custom built the king's houses, with their appurtenances."

West Derby Castle. A.D. 1327.

Demesne, in mediæval language, always implies a residence, manor-house, or "castle."[1] That such a castle existed in West Derby is a matter of ascertained fact. In the Exchequer Rolls, 24 Edward I. (A.D. 1296), Edmund Earl of Lancaster is found to have held the Manor and *Castle* of West Derby, and the Manor of Liverpool. In an inquisition taken 1 Edward III. (A.D. 1327) at Lancaster before Simon de Grimsby, it is stated that there is at West Derby "the site of a certain ruinated castle." After the erection of the Castle of Liverpool, and the incorporation of the borough, the Castle of West Derby seems to have been left to decay. A manor-house was subsequently erected on the site, which in its turn was abandoned, possibly when Croxteth Hall was built. A portion of the ruins remained standing at the close of the last century. The mound on which they stood was subsequently removed, but the site still retains the name of the "Castle Field."

Manor-house.

[1] *Domaine.*—"A principal fief, manor or manor-house; the place whereof inferior fiefs are held."—*Cotgrave.*

Dominium.—"Terras et prædia quæ Dominus hereditatis non tradit suis tenentibus sed suipsius manibus retinuit."—*Spelman.*

In 1208 the Hundred Court was removed from West Derby to Liverpool immediately after the incorporation of the borough. In the Pipe Rolls of that year there is an entry by the sheriff, "And in default of West Derby (Court) which is removed to Liverpool, £8."

In the fourth year of King John, A.D. 1203, considerable sums, according to the Pipe Rolls, were expended on the King's castles in West Derbyshire; and in the close rolls of 6 Henry III., A.D. 1222, Adam de Jeland has an acquittance for moneys expended on the Castles of Lancaster and West Derby in the reign of King John. Although not mentioned by name, there is some reason to believe that a portion of the moneys in these two accounts was expended in the erection of the Castle of Liverpool.

A.D. 1203.

A.D. 1222.

Castle building.

The eastern shore of the estuary of the Mersey, here extending north and south, was intersected by a little creek running obliquely from north-east to south-west, into which there debouched a small stream from the high lands to the eastward, expanding into a pool at the mouth. The tongue of land thus cut off formed an equilateral triangle, with its base to the north, and its apex at the mouth of the pool, the centre ridge elevated forty or fifty feet above the shore, sloping to the water on both sides.

The Pool.

Site of Castle.

The centre of this ridge, in the state of military engineering at the period, constituted an admirable site for a fortress to protect the landing or embarkation of troops or merchandise. The invasion and partial conquest of Ireland in the reign of Henry II. had drawn the attention of the Government to the necessity for better provision for communication with the sister isle, and the attention of John was directed to the subject previous to his accession to the throne, while acting as regent.[1]

Ireland.

After the suppression of John's insurrection against his brother, and the confiscation of his possessions, an inventory was taken of the castles which he held. In this list Lancaster Castle is inserted, but there is no mention of Liverpool.

King John.

There is every reasonable ground for supposing that the castle was built by King John at the time when he founded the borough and port.

The only existing views of the structure were taken during the seventeenth and the early part of the eighteenth century. They agree in the general aspect, which is that of the usual

Plan of castle.

[1] See vol. i. p. 9.

CHAP. I.

fortress of the Plantagenet period, the *enceinte* formed by a number of circular embattled towers or bastions, connected by curtain walls with battlements. The entrance gateway was on the north side, facing Castle Street, flanked by two towers. There were three towers on the south side, and two others at the north-west and the north-east angles.

Inspeximus. A.D. 1347.

In an inspeximus roll of 20 Edward III., A.D. 1347, we have a description of the castle differing somewhat from the above. The commissioners report "that there is a certain castle with *four* towers, a hall chamber, chapel, brewhouse, and bakehouse, with a well therein, also the herbage of the fosse, a certain orchard, dovecot, etc." The remaining three towers were subsequent additions.

A.D. 1441. New tower.

In the accounts of Thomas Urswick, receiver for the Duchy of Lancaster, 20 Henry VI. (1441) charges are entered for the construction of a new tower on the south side, at the cost of £46 : 13 : 10. The stone was quarried at Toxteth Park, the timber was obtained from the forests of Croxteth and Simonswood, and the lime was imported from the Isle of Man.

Plan. A.D. 1587.

From a plan lodged in the Duchy Court, made in the thirtieth year of Elizabeth (1587) by order of the Government, the dimensions of the castle within the fosse appear to have been about fifty yards square, and the fosse about ten yards wide. The fosse was excavated to a considerable depth in the solid rock, but from its position it never could have been filled with water. Portions of this fosse have from time to time been met with in excavating for the buildings around. From the west side a subterranean passage (still existing) was excavated in the rock along the line of James Street to the river-side. The alignment of the south side of the castle within the fosse corresponded pretty closely with the south side of St. George's Church as it now stands. The fosse on the north side runs under the site of the North and South Wales Bank. Various scattered notices of the castle are found in the Government records.

Fosse.

Subterranean passage.

A.D. 1215. Preparations for siege.

In the sixteenth year of King John (1215) it was provisioned for a siege during the rising of the Barons, which resulted in the Great Charter, but for more than four centuries the tide of battle never surged against its walls, and it met with no enemies more formidable than time and the elements.

A.D. 1323. Visit of Edward II.

In the year 1323, in the seventeenth year of his reign, Edward II. was a guest at the Castle of Liverpool in passing southwards from the north of Yorkshire.

CHAP. I.

From the Patent Rolls in the Tower of London we learn that on October 2 in that year he issued a mandate, dated from Skipton in Craven, to put down certain superstitious reports of miracles having been performed by contact with the dead bodies of two rebel barons executed at Bristol. On the 24th of the same month the mandate is repeated, under the title of "De fingentibus miracula prosequendis." This time it is subscribed "Teste Rege apud *Liverpol* xxiiii die Octobris." 1323.

Constables.

In 1352 Henry Duke of Lancaster granted the constableship of the castle to John Barrett with a messuage and six sellions of land in the town, also the Manor of Everton, and 36 acres of land in Toxteth Park.

In 1365 Thomas Barrett was appointed constable to have (inter alia) 9 acres of turbary near Toxteth Park.

In 1372 William de Bradshagh was appointed by John of Gaunt constable of the castle, and keeper of the parks of Toxteth and Croxteth, and of the forest of West Derbyshire, at the salary of 10 marks as constable, and 40s. as ranger, payable out of the revenues of Liverpool.

In 1374 John Boteler of Bewsey was appointed constable, and continued in the office until 1420.

In 1421 Sir Richard Molyneux of Sefton was appointed, and in the 24th Henry VI. (1446) the constableship was made hereditary in the Molyneux family.

Civil war.

During the great uprising of the seventeenth century the tenure of the castle passed from side to side according to the fortunes of the war, as related in the previous pages.

A.D. 1646.

The fabric had received some injury during the sieges, for in 1646 we find an entry in the town's records "that the castle bee repaired and fortified, or the works slaighted."

A.D. 1659.

Proposed demolition.

In the Journals of the House of Commons, under date July 4, 1659, it is recorded that "Colonel Walton reports from the Council of State that upon a report from the Committee of the Council to whom the business touching the demolishing of Liverpoole Castle was referred, certifying, 'that it will be for the service of the State that the said castle be demolished and made untenable, together with the walls and towers. That the lead and materials being valued at about £35, will not answer the charge; that there is a house which, with the site, is worth £100, which by computation the demolishing will amount to. It is ordered that it be humbly reported to the Parliament as the opinion of the Council that the said dwelling-house and

CHAP. I. 1659.

site, which is excepted from the sale, may be conveyed by the trustees (by order, or Act of Parliament if an order be not sufficient) to such person as shall be entrusted with the care of demolishing the said castle walls and towers in recompense of the charge thereof, and the land to be sold for the use of the State. And that Colonel Birch be humbly offered to the Parliament to be entrusted with the demolishing of the said castle and the walls and towers upon the terms aforesaid.'"

This order was to some extent acted on, for a subsequent report was made to Parliament (the date not given) entitled, "A true and perfect account of what part of the castle of Leverpoole is demolished according to an order." According to this report, which is too long for insertion, the Gatehouse was pulled down and the curtain walls reduced in height. The remainder of the building, which is described as much out of repair, was left standing.

Restoration.

Before the order could be fully carried out, events had commenced which resulted in the restoration of Charles II. The Government, however, did not countermand the order for the demolition. In the minute book of the Lord-Lieutenancy of the county, a report is found, not dated, but written between 1662 and 1679, describing the state of the buildings, of which the inner part does not appear to have been much disturbed. "One little dwelling house, built by Birch (above alluded to), adjoyninge to the wall, on the west syde the said castle" was left unmolested. These internal buildings were partially occupied as residences. Edward Moore (1667) writes: "Now of late Captain Fazakerley hath erected a mill in the castle, which he pretends is not in the liberty of the town. Query; if you may not pull it down, since it is none of the King's mill, nor pays him no rent."

A.D. 1667.

A.D. 1690. William III.

In June 1690, when King William III. passed by the town *en route* for his decisive campaign in Ireland, the old castle received a detachment of his troops.

A.D. 1701. Earl Rivers, constable.

I have alluded above[1] to the appointment in 1701 of Earl Rivers as constable of the castle, in despite of Lord Molyneux, who claimed the office as hereditary in the family, and to the proceedings arising therefrom.

Corporation tenants.

We learn from a letter asking for the arrears of rent, that the Corporation were at this time tenants of the site. The county of Lancaster was at that period rather disaffected to the

[1] Vol. i. p. 150.

Government, and we find that a depôt of arms existed in the castle. Morris writes: "I hear Mr. Maudit has got the keys where the arms are, which I am very glad of. I desire you will give my humble service to him, and desire him to take great care of the arms."

In another letter, dated February 10, 1701-2, Morris again writes to the mayor: "I am now passing my Lord Rivers's patent, both for the castle and prisage, just as my late Lord Macclesfield had it. My Lord Rivers is mighty kind to me, and I make not the least doubt but to have a deputation from his lordship to act relating to the castle, as I did in my late lord's time. There is a whole year's rent due at Lady Day, and I would know from you whether Mr. Mayor will pay me or not, and whether the town will hold the castle any longer, or I must take care to dispose of the rents as my lord shall direct me, or otherwise." Earl Rivers.

In December 1701, when Sir Thomas Johnson was elected one of the members for the borough, one of his first projects was to obtain a grant for the town of the site of the castle. On February 16, 1702, he writes: "We have done all we can about the castle. Mr. Tyrer and Mr. Richmond are to make a return according to form, of the castle, then Sir John[1] will procure the grant from the Queen, but find Sir John is resolved my Lord Molyneux and gentlemen of the county should have notice, that if they have anything to object they might be heard; we had best not be sure till we have it." On December 12, 1702, he writes: "Mr. Clayton and I waited upon my Lord Derby, and he of himself said he designed to pleasure the Corporation with the castle, and would put that into his patent for Lord-Lieutenant." By a letter dated on the 22d of the same month, the affair looked rather unpromising. He writes that Mr. Clayton "has wrote a letter to Mr. Mair, which he showed me, and said he thought not to send it. I advised him not. He purposes getting a lease for fifty-one years; they ask £21 ground rent—that's too much. We have been several times to wait upon my Lord Derby, but cannot meet with him . . . . . but it is all foul I protest, and it goes not down with me, though I know the advantage the castle would be; but as he manages—he calls it for the church—what will the town be better for it? The rectors will oblige you to make them £200 per annum, and if the Queen gives anything they will have it." Sir Thomas Johnson. A.D. 1702. Proposed lease to Corporation.

[1] Sir John Gower, then Chancellor of the Duchy.

CHAP. I.

A.D. 1704. Grant from the Crown. Lord Molyneux's claims.

Perseverance, however, finally succeeded, and in 1704 a grant was made by the Crown of the site of the castle to the Corporation for fifty years, at a ground rent of £6 : 13 : 4 per annum. The municipal troubles were not yet over, for claims were set up by Lord Molyneux which led to litigation; but in 1707 the cause was won by the town. Steps were then taken towards laying out the site for building.

In 1708, January 6th, appears the following entry in the Corporation records: "Ordered, the mayor, with the assistance of some of the council, not less than four, have power to pull down and make improvements about the castle."

A.D. 1702.

After all this energy and success, difficulties still remained to be overcome; the old castle died hard. The nature of the obstruction is alluded to in Johnson's letter of December 22, 1702, that Mr. Clayton "was managing it for the Church." The facts, so far as can now be ascertained, were these. After Liverpool was made a separate parish, and two rectors appointed under the Act of 1699, residences appear to have been provided for them within the precincts of the castle walls. After the grant of a lease from the Crown to the Corporation in 1704, the parish and clergy were not disposed to budge without a consideration, claiming a vested interest in the tenements they had been occupying. Matters went on for several years in this uncertain condition before any decisive step could be taken; but on May 20, 1715, a vestry meeting was held to receive a deputation from the Corporation, when it was mutually agreed that the parish should withdraw their claims on consideration of the Corporation contributing £300 towards building houses for the rectors, and that the Corporation should join with the rest of the parishioners to tax themselves for raising a further sum for the same purpose. This was afterwards modified, as will be seen hereafter. The two bodies thus reconciled united in an application to Parliament for an Act (1 George I. c. 21), by which the site of the castle was vested in the mayor and Corporation for ever, and authority was given to build a new church on a portion of the site, and to make a new market adjoining.

Rector's houses.

A.D. 1704.

A.D. 1715. Disputes settled.

Act of Parliament.

In January 1715, at a meeting of the council, the mayor and aldermen were directed to view the site of the castle, and consider the most proper place for building the new church. On their report the tenants in the round tower of the castle were ordered to have notice given them to remove, it being

thought proper to build the church there. In 1721 there is the following entry in the accounts: "Paid the Parish for rent for sundry houses in the castle for the poor, £23 : 10s." The parish, it seems, kept possession pending the fulfilment of the agreement by the Corporation. It would appear that even in 1725 some remains of the castle buildings still existed. At a special council, held April 15, it is recorded that an "estimate and sectional plans of a new church, to be erected in the late castle upon the ground where *the old large square stone tower and the stone buildings adjoining the same to the northward now stand*, being now laid before this council by Mr. Thomas Steers and Mr. James Shaw," etc., directions be given to proceed with the works. This is the last we hear of the castle, and thus the old fortress, after having weathered the storms for five hundred years, was finally "improved" off the face of the earth.

1721.

Derby Square.

A.D. 1725. St. George's Church.

A.D. 1726.

The materials, especially the stone, were used in building houses at the top of Moore Street, which then ran through to Castle Street. These houses were taken down when the street was widened in 1786.

The demolition of the old castle was the sign and figure of much that was passing away along with it.

"The old order changeth, yielding place to new." With the fall of the Stuart dynasty the maxims of feudality, arbitrary government and civil strife, typified by the castle and the tower, came to an end in England. There was much that was picturesque and graceful in the forms of mediæval life; but when its essence had departed, the residuum became foul and noxious, and could no longer be endured.

Changes.

The commercial spirit succeeded, with its enterprise and industry, which were destined to raise our country to an unprecedented height of prosperity, disfigured, no doubt, by many ugly features, such as selfishness, greed, and envy; but on the whole the balance of good greatly preponderated. Nowhere was the change more manifest or fraught with greater promise than in Liverpool, which now for the first time started boldly in the race of commercial enterprise.

The Corporation had now got the site of the castle, and proceeded to appropriate it. The inhabitants were at this time much inconvenienced for want of a proper market-place, the propensity for building narrow streets and utilising every available inch of land having left them scarcely any open space for the purpose. The corn-market was held at the High Cross,

Appropriation of site.

CHAP. I.

under the arches of the old Town-hall, and in the street in front, the grain being "pitched" in bulk. The butchers had shambles opening from High Street, occupying part of the present Exchange area. The pedlars and the potato-market occupied the *carrefour* called the White Cross, between High Street and Oldhall Street.

A.D. 1700.

In 1700, the site about the castle was ordered by the council to be levelled and made fit for a market-place, and the castle ditch to be filled up.

Market-place.

The scheme for a new market on the site of the castle was one main object of the application for the grant. Johnson, writing within two months of his first return to Parliament

A.D. 1702.

(March 17, 1702), thus alludes to it: "I would propose, and I

New market.

hope it will looke faire, that the butchers be at the new markett, the butter, cheese, and poultry about the Change, as the butchers were . . . and if you'll consider we draw most of the people of the town farthest to markett, I pray use your interest to quiet people's minds. I have some complaints; I am afraid the old temper continues."

Building on site.

Even before the castle was demolished, building had commenced along the western margin of the castle precincts. This street was called Preeson's Row, from Alderman Thomas Preeson, who built the first houses. Preeson himself lived on the opposite side, fronting the castle fosse. On a stone in front of the house was the inscription frequently found on houses of the seventeenth century —"God's providence hath been mine inheritance. Anno 1660." A William Preeson was mayor in 1696.

In the Chorley Survey (1688) one stone house and garden is entered in Preeson's Row as belonging to the Moores.

Market.

Before the buildings of the castle were entirely removed, about 1721, a small square was formed for the new market; and out of gratitude for the service rendered by the Earl of Derby in obtaining the grant, it was called "Derby Square."

In 1721 Henry Trafford the Corporation Treasurer gives credit for rents in Derby Square £63 : 2 : 4½.

In 1725-6 the Corporation sold on lease some of the property, the rents received having dropped to £11. In two years the

Leasing.

fines for leasing amounted to £460 : 19 : 3. In 1729 lands forming part of the castle site were leased for fines amounting to £214 : 19 : 3. The leases were for three lives and 21 years. St. George's Church was commenced in 1726, and consecrated in

1734. The architect was Mr. Thomas Steers, the engineer of the Old Dock. The original design, though not free from defects, was bold, simple, and effective. The body of the church was proportioned in one order of Doric columns and pilasters, with an attic above, and a single range of semicircular-headed windows. The tower rose boldly and simply from the ground, with two diminishing stages above, crowned with a well-proportioned spire.

1734. St. George's Church.

The carved wood-work inside was executed partly by Richard Prescott, who also did the work at St. Peters, and partly by one Johnson, quondam clerk of Bloomsbury Chapel.

By a singular oversight the church was placed on the solid rock and the tower on the old castle ditch. The consequence was a settlement in the building, producing a huge rent from the summit downwards. The spire was taken down in 1809, and subsequently (1819-25) the exterior of the church with the tower and spire were rebuilt in a style which, "not to put too fine a point on it," may certainly be pronounced no improvement on the original design.

Settlement of building.

When the church was rebuilt it was determined to insert an east window in stained glass. The commission for the design was given to W. Hilton, R.A., which resulted in the picture of the Crucifixion, now in the Public Museum, from which the window was executed. The picture is without controversy one of the finest compositions of the English school—free from affectation, simple, noble, and grand. The council paid the artist £1000—a considerable sum; but not a third of the present value of the picture. It is more than questionable whether a municipal council, elected by popular suffrage, would have ventured on such an expenditure for a similar purpose. It is not often we have to record munificent encouragement of the arts in the proceedings of town-councils. Let this stand to their credit.

Painting by Hilton.

The original level of the castle site was considerably higher than the present surface, within a foot or two of the level of the terraces, forming the churchyard. From Derby Square to Preeson's Row, the communication was by a long flight of stairs called "Kenyon's steps."

Alteration of levels.

No sooner was the church erected than it began to be closely surrounded by a dense mass of houses, hemming it in on the north, south, and west, and leaving a very small area for the market square on the east. At the south end of Castle Street, just beyond the church, the road was contracted by a projecting

CHAP. I.

mass of buildings into a footway, which went by the name of Temple Bar. From the east side of Castle Street eastward to the old fosse the site was covered with buildings, the road outside the fosse being called the Potato-Market, subsequently Castle Ditch.

Temple Bar.

Castle Ditch.

The shortsightedness and folly of this arrangement began very soon to show itself, and in 1756 the area on the south side and part of that on the west side of the church were cleared of buildings and the surface lowered. To accommodate the altered level, arcades were formed under the churchyard, crowned with a balustrade, and finished by an octagonal-domed building at each end.[1] The arcades were used for market purposes, and one of the octagons for a lock-up.

A.D. 1756. Removal of buildings.

Arcades.

The space thus obtained was devoted to an extension of the market, and called the "Stocks Market," from a pillory and stocks which stood on the site. These were removed in 1763 by Mr. John Tarlton, mayor, who erected in their stead a lofty obelisk, covering a cistern and pump. This useful structure long perpetuated the memory of its founder by its appellation, "Tarlton's Obelisk." At what precise period it was removed I have not been able to ascertain.

Stocks market. A.D. 1763.

Tarlton's obelisk.

In this condition matters remained until 1786, when in connection with other improvements hereafter to be mentioned, the whole area was cleared, and the church left isolated as it now stands.

A.D. 1786. Improvements.

It is handed down traditionally that, during a great part of the eighteenth century, the Stocks Market was frequently used for the popular amusement of bull-baiting, the elevated churchyard and the windows of the surrounding houses affording commanding positions for viewing the so-called "sport."

Bull-baiting.

I have to apologise to the courteous reader for lingering so long about the neighbourhood of the old castle. I can only plead the interest I have always felt in the early history of the locality. The site of the castle was the central point, the *omphalos*, of old Liverpool, and its story exhibits in a strong light how "the whirligig of time brings in his revenges."

Let us now take a survey of Castle Street proper. The burgage tenures referred to in the original charter of King John were probably for the most part situate in Castle Street, but we have no record of them. The earliest mention of the

Earliest mention.

[1] See Plate XVIII. vol. i. of Herdman's *Ancient Liverpool*, in which the whole arrangement is shown.

street by name occurs in the 8 Edward II. (A.D. 1315), in a grant from John de Kirkby to Adam de Chorlate of a piece of land, with the building thereon, 24 feet in front and 65 feet in depth; to have and to hold of the chief lord in fee, "with all liberties to such a tenement in the town of Liverpool pertaining." The consideration money was fourpence-halfpenny in silver to the lord, and several sums to other persons, amounting in all to fourteenpence in silver.[1] This was in fact a burgage tenement. 1315.

In the reign of Edward III. a house in Castle Street, previously in the occupation of Benedict le Stedman, constable of the castle, was leased to Richard de Aynesargh at a rental of 4s. in silver yearly. Constable's house.

In the second year of Edward VI. (1549) four shops near the High Cross were demised by Henry Shaw to Henry Tarlton for the sum of £10, and a life annuity of 11s. A.D. 1549.

In the Moore Rental (1667) we have a pretty full account of the property in Castle Street belonging to the family. The value of land had by this time increased considerably. House rents of £10 and £18 per annum are mentioned, and various prospective improvements pointed out. The tenants are cynically described in very unflattering terms. Thomas Row is said to be "pretty honest, yet trust him not." Widow Blundell is "a very cunning woman, and hath to her son-in-law a notorious knave." Richard Williamson is "a most notorious knave." William Mosse is "an idle, drunken fellow," and so on. There was a horse corn-mill in Castle Street, for which Moore claimed a monopoly. It was customary at that time to insert in leases a covenant that the corn should be ground in the lord's mill, and Moore is very earnest in impressing on the mind of his succesor the importance of strictly enforcing its observance. Moore rental, A.D. 1667. Tenants described.

Here is a specimen, and not a very attractive one, of a "Lancashire witch" residing in Castle Street: "Widow Bridge, a poor old woman. Her own sister, Margaret Loy, being arraigned for a witch, confessed she was one; and when she was asked how long she had so been, replied, since the death of her mother, who died thirty years ago; and at her decease she had nothing to leave her, and this widow Bridge, that were sisters, but her two spirits; and named them, the eldest spirit to this widow, and the other spirit to the said Margaret Loy. God bless me and mine from all such legacies, amen!" Spirits must surely Widow Bridge.

[1] See Baines's *Liverpool*, p. 326.

CHAP. I.

have been a valuable property when they could be bequeathed in this business-like way.

1667. Narrowness of street.

At this time, and down to a much later period, Castle Street was very narrow, widening to a funnel shape at the north end, in the centre of which area stood the old Town-Hall.

Description.

The west side previous to 1786 was laid out very differently from its modern arrangement. The whole space between Castle and Fenwick Streets was covered with a dense mass of buildings, penetrated by a great number of narrow alleys and passages. The south end of the Street did not extend so far south as at present, being stopped by the "Castle Hill," which originally ran outside the Castle wall westward in a line with Moore Street.

A.D. 1786. Improvements.

In 1786 the greater part of this area was cleared of buildings, the west side set back to its present alignment, and a new street called Brunswick Street was carried down to George's Dock. The design for the new front to Castle Street, which is attributed to James Wyatt, was a noble and dignified piece of street architecture, in honest brick and stone, without any meretricious attempts at display.

Brunswick Street not coming exactly in the centre, the southern part of the front was extended southwards over the old fosse of the castle and the Castle Hill, which threw the buildings forward to the present line of Derby Square and James Street, the buildings north of St. George's Church, already mentioned being cleared away.

We possess some lively pictures of this neighbourhood at a time long gone by. Previous to the improvements in 1786, Matthew Gregson the antiquary carried on business as an upholsterer, under the firm of Urmson and Gregson, on the west side of Castle Street, near the south end. At different periods between that date and 1804 he employed artists to make drawings of several of the streets near the centre of business.[1] These have been preserved, and now lie before me. They are very correctly and minutely drawn, and coloured in a very natural manner; and, with the details and figures introduced, present a very graphic portraiture of the "form and pressure" of the time. I will endeavour to give a slight pen and ink sketch of their contents as we come across the localities depicted.

Matthew Gregson.

Pictures of Castle Street. A.D. 1786.

We will carry ourselves back in thought to November 30, 1786, when the first sketch was made. We are standing at the door of Messrs. Bolton and Hollingshead's drapers' shop, on

[1] See reference to this in the *Portfolio of Fragments*, p. 171, *footnote*.

the east side of Castle Street, near Harrington Street. The buildings on the west side are in course of rapid demolition. Heaps of bricks and rubbish cumber the ground. Navvies are busy with pickaxe and spade excavating for the new buildings. The partial removal of the west side gives a view of the Exchange as it stood before the fire of 1796, with its sculptured pediment and ugly square dome. The buildings for Heywood's new bank are nearly up to the roof. Masons and bricklayers are actively engaged in their vocation. On a part of the ruins hard by we read a notice, "Urmson and Gregson removed to Preeson's Row." The end of Castle Hill, a continuation of Moor Street, is shown, the houses partially pulled down. A post-chaise and pair are approaching with a lady and gentleman inside, but find a difficulty in threading the carts carrying soil and rubbish. A gentleman in a bright-red coat and flowing hair is clearing the way for a handsome stout lady in a fur-trimmed pelisse, with an immense straw hat and drooping feather, and a young girl in a bright-green pelisse, open down the front, wearing a large coal-scuttle bonnet.

Description.

The next day, December 1, 1786, we "assist," as the French say, at another sketch of Castle Street. We stand at the north end, in front of the Exchange (Town-hall), and look southwards. We see the same work of demolition going on along the west side, letting in a view of St. George's spire, and in the far distance the masts of ships in the Old Dock, with a glimpse of St. Thomas's spire. The news-shop for Mr. Billinge (of the *Advertiser*) is erected in the midst of the ruin, but not completed. Just adjoining this stood the St. George's Coffee-house, a tavern celebrated for public dinners, suppers, and other entertainments. The east side of the street is lined with shops and houses, having a respectable "bourgeois" look about them, substantial and well-looking, according to the time. The first shop is occupied by Messrs. Gore, removed from the opposite side during the alterations; then Slater's Court, where Mr. Gill Slater carries on his busines, having removed his residence to Edge Hill. A print-shop, with attractive engravings in the window, comes next. Henry Fairclough, watchmaker, succeeds; then Swift's hosiery establishment, behind which is Swift's Court. Next comes Billinge's temporary shop; the entrance to Cook Street under an archway; Clarke's Bank previous to its removal to the new premises; and Samuel and Joseph Dutton, ironmongers. Beyond these the names become indistinct. In

Billinge's shop.

Gore's.

CHAP. I. 1786.

High Change. Description.

the foreground it is High Change, the front of the Town-hall being the Rialto of Liverpool, "where merchants most do congregrate." Amongst the assembly we may discern Mr. James Gildart junior (the mayor for the year), Mr. Thomas Staniforth, Mr. John Sparling, and others of the forty and one "honest and discreet men" who compose the council. Broad-brimmed low-crowned hats, long overcoats, square-cut under-coats, with Hessian boots or gaiters, appear the order of the day in costume. A gentleman with his hair tied behind in a bag gallantly takes off his hat to two ladies in immense coal-scuttle bonnets. Several persons are watching with interest the progress of pulling down. Two men are carrying a sedan chair. The bellman, surrounded by a little group, is bawling forth his announcements in stentorian tones.

Shops.

By the middle of the eighteenth century Castle Street had become for the most part a street of shops, the resort of the beauty and fashion of the town. One or two old mansions, however, still lingered on. Mr. James Gildart senior, mayor in 1750, one of a family once very prominent in Liverpool, occupied a large house, corner of Cook Street, afterwards converted into a shop kept by Mr. James Swan, who built the mansion at Olive Mount.

Inhabitants.

We cannot associate the locality of Castle Street with any names very distinguished in art, science, or literature, but as it is permitted to us "to call spirits from the vasty deep," I will mention a few names, some of which one would not willingly let die out from the memory of the succeeding generations. On the west side, in a building removed to make room for the National, now North and South Wales Bank, long lived and flourished Mr. Thomas Kaye, the publisher of the *Liverpool Courier*, which he established in 1807, and conducted for more than fifty years. Although mixed up in the party politics of his day and the conductor of a journal which took strong party views, he was singularly mild and unobtrusive in his demeanour, and gained the regard both of friends and foes. His *Stranger in Liverpool*, many editions of which have been published, contains the largest amount of information ever brought together of the history and topography of the town.

Thomas Kaye.

Richard Watson.

At the time of the establishment of the *Courier*, and for many years after, Mr. Kaye was materially aided in the conducting of the paper by the Rev. Richard Watson, an eminent Wesleyan minister, author of *The Institutes of the Christian Religion*, a very able man and a powerful writer.

About 1816-17, another gentleman of somewhat eccentric character distinguished himself in the columns of the *Courier*. This was Mr. Thomas Mulock of the firm of Mulock and Blood, merchants. He was an able and original writer and speaker, a great admirer of George Canning, and a Tory to the backbone. His letters in the *Courier* bore the signature of "Six Stars," and excited bitter opposition in the Liberal ranks, who held up the name of the firm to ridicule under the sobriquet of "Bloody Moloch." Mr. Mulock left Liverpool in 1817. He was the father of Miss Dinah Mulock, now Mrs. Craik, the celebrated author of *John Halifax*.

Thomas Mulock.

A little farther north, on the site of what is now the office of the Scottish Widows' Fund, formerly stood the banking-house of Arthur Heywood, Sons, and Co. Their first banking-house being taken down for the improvements in 1786, Bank Buildings were erected in the new line, where the business was conducted until 1800, when the present bank in Brunswick Street was completed. The Bank Buildings erected by Messrs. Heywood were taken down in 1864, and the present structure built for the Mercantile and Exchange Bank, which, after a very short career, was wound up, and the building disposed of.

Heywoods' Bank.

The history of this banking-house is closely connected with the progress of Liverpool, and the family story is fraught with much interest as exhibiting the successful issue of integrity, enterprise, and skill. The Heywoods come of a sturdy Nonconformist stock. The Rev. Oliver Heywood of Halifax, a divine somewhat celebrated in his day, and his brother Nathaniel, Vicar of Ormskirk, were both ejected from their livings by the Act of Uniformity in 1662. Nathaniel had two sons, one bearing his own name, and the other named Richard. Richard emigrated to Drogheda, and carried on business as a merchant there. Having no children, he invited his nephew Benjamin, the son of Nathaniel, then about twelve years old, to reside with him as his adopted son. Accordingly he went; and after being initiated into the art and mystery of the merchant's craft, in due time succeeded to a thriving business. He married Anne Graham, the daughter of General Arthur Graham, of Armagh, and niece to the then mayor of Drogheda, through whom he inherited landed estates in Ireland, still in possession of the family. He died in 1725, in the thirty-eighth year of his age, leaving a large fortune to his family. His widow proved herself a very Cornelia to his children, refusing all offers of marriage, and

Heywood family.

CHAP. I.

Heywood family.

devoting herself entirely to their welfare. The two sons were named Arthur and Benjamin. Arthur came to Liverpool in 1731, and served an apprenticeship of five years to John Hardman, of Allerton Hall, elected M.P. for the borough in 1754. Benjamin came ten years later, in 1741, and was bound apprentice to James Crosby (mayor in 1753). They entered into business under the firm of "Arthur and Benjamin Heywood," in Hanover Street, on the site described in Chapter VII. of this volume. In 1773 they commenced banking operations, and before long removed to Castle Street. Benjamin Heywood removed to Manchester, and established a banking-house there, still flourishing. The bank in Liverpool took the title of Arthur Heywood, Sons, and Co., which it still retains.

Thomas Bean.

The building at the corner of Brunswick Street was long the office of the *Albion* newspaper, established by Mr. Thomas Bean, who was originally connected with Mr. Kaye, in the office of the *Courier*.

Edwards and Penny.

A little farther along the street was the shop of "Edwards and Penny," for many years *the* druggist and apothecaries' shop of the town. Several fortunes were made by successive proprietors. At length the concern fell into the hands of the late

John MacGuffie.

Mr. John MacGuffie, "glorious John," as he might well be called by those who had enjoyed his company. To a fine portly presence he added a magnificent voice and considerable vocal skill, which rendered his company much sought after. He was for some time a member of the Town-Council, and at the civic feasts was almost the only amateur vocalist ever called on to show his powers. To hear him sing "The Friar of Orders grey" or "The Pope he leads a merry life" was something to remember.

Robert Williamson.

On the same side of the street resided for a long period a most active and energetic individual, named Robert Williamson, the publisher of *Williamson's Liverpool Advertiser*, a weekly paper which was commenced May 25, 1756, and continued for nearly a century, with more than one change of name, ultimately merging into the *Liverpool Times*. Mr. Williamson seems to have been a man of multifarious occupations. He was a printer, bookseller, stationer, editor, publisher, agent for the State Lottery Office, and in addition carried on business as a general broker, sometimes selling by auction, and at other times offering by private treaty Cognac brandy, Madeira wine, logwood and fustic, indigo and tar, even condescending sometimes upon

"parcels of boots and shoes," and "a genteel chaise to be sold." When to these occupations a house agency was added, it must be admitted that these degenerate times can hardly afford a parallel to such a comprehensive establishment.[1]

Robert Williamson.

We have no record of the earlier newspapers published in Liverpool. In a pamphlet issued in 1710 describing the election of that year, reference is made to a Liverpool newspaper then existing, but not named.

Besides Williamson's newspaper and Gore's (shortly to be mentioned), in 1757 a newspaper was started called the *Liverpool Chronicle and Mercantile Gazetteer*, printed by John Sadler, and sold by Fleetwood. This was given up in November 1759.

In 1768 another newspaper (name unknown) was issued by J. Philips, with the motto "Detur dignissimo," but was soon abandoned.

In 1788 Henry Hodgson, bookseller, Castle Street, commenced a Saturday paper called the *Liverpool and Lancaster Weekly Herald*. In November 1792 the title was changed to the *Liver*. In March 1793 it was discontinued.

In 1790 a paper called the *Phœnix* was commenced. When given up does not appear.

Rev. John Newton.

Through the earlier numbers of Williamson's *Advertiser*, we gain a glimpse of a man very eminent in the religious world, who was for many years connected with Liverpool, the Rev. John Newton, the friend of Cowper and author of *Cardiphonia*. On November 16, 1759, appeared the following advertisement:—

"In the press, and speedily will be published, Six Discourses as intended for the Pulpit, by John Newton. Price two shillings, octavo. Though the author thinks himself of too little consequence to solicit a formal subscription, he will not be insensible to the countenance of his friends, and if they are pleased to leave their names with Mr. R. Williamson, the printer in Liverpool, that the number of the impression may the more easily be adjusted, it will be considered as a further favour."

Newton's connection with Liverpool commenced about 1747. Having sailed as mate in a vessel belonging to Mr. Joseph Manesty, he was appointed in 1750 master of the "Duke of Argyll," and in 1752 of the "African." These ships were

[1] A contemporary portrait of Mr. Williamson is hung in the Free Public Library.

CHAP. I.

Rev. John Newton.

engaged in the slave trade, and it is a singular illustration of the influence of habit and public opinion on questions of justice and humanity, that a man of earnest piety and thorough honesty like Newton could mingle in all the horrors of the slave trade with scarcely a suspicion that there was any moral wrong about it. In 1754 he quitted the merchant service, and in the following year he was appointed one of the tide surveyors at Liverpool, in which office he continued until he entered the Church in 1764. His subsequent career is known wherever the English tongue is spoken. It must be recorded to his honour that when aroused to the iniquity of the trade in human flesh in which he was once engaged, no man could have been more earnest and zealous in aiding to abolish it. He resided in Edmund Street, out of Oldhall Street, where during the latter portion of his residence he held religious services on Sundays.

Newton was a freeman of the borough. In the poll-book of the election for 1754, he is entered as "John Newton, Officer," voting for Hardman and Lloyd.

Several of the shops in Castle Street have had the same business conducted in them continuously for many generations.

John Gore.

Gore's Advertiser. A.D. 1765.

Messrs. Mawdsley's stationery and printing establishment, formerly Gore's, originated about the middle of the eighteenth century. The concern was commenced by John Gore with the assistance of his friend, Joseph Johnson, to be presently mentioned. *Gore's Advertiser* was first issued 27th December 1765. The proprietors were William Everard (elsewhere alluded to in these pages), John Gore, Joseph Johnson and his partner John Payne, of the firm of Payne and Johnson, booksellers, London. The paper afterwards fell into the hands of John Gore alone, and was conducted by his son, Johnson Gore. In 1832 the latter withdrew from business, heart-broken at the premature loss of his only son, and soon after died.

Directory. A.D. 1766.

The first Liverpool Directory was published by John Gore in 1766. The series has been continued to the present time by the Gores and their successors the Mawdsleys.

Joseph Johnson.

The Joseph Johnson mentioned above deserves an honourable place in the list of Liverpool worthies. He was born at Lowhill in 1738 of respectable parentage. His father resided at a mansion at the corner of Brunswick Road and Everton Road, afterwards purchased and rebuilt by Mr. Gregson, banker, in front of which was situated "Gregson's Well." At the age

of sixteen he went to London, and was apprenticed to Mr. George Keith, bookseller in Gracechurch Street. His brother, John Johnson, who acted as his guardian, was an extensive brewer in Dale Street, corner of Temple Street. About 1760 Joseph Johnson commenced business in Fish Street Hill, from whence he removed to Paternoster Row, where he entered into partnership with Mr. Payne, under the firm of Johnson and Payne, whose imprint will be found in the title-page of many of the publications of the day.

In 1770 the whole property of the firm was destroyed by fire, no part of it being insured. Mr. Johnson was so well known and highly respected, that his friends readily came forward to establish him again in business in St. Paul's Churchyard, where he continued to the close of his career. As a publisher he was distinguished by his discrimination and liberality in dealing with authors, many of the most distinguished writers during the latter end of the last and the beginning of the present century having been introduced to the public under his auspices ; amongst these may be mentioned the poet Cowper, Horne Tooke, Dr. Aikin, Mrs. Barbauld, Dr. Priestley, Fuseli, Maria Edgeworth, etc. The *Analytical Review*, for some time the chief organ of Liberal principles, was commenced by him. This brought upon him the hatred of the Pitt administration, who soon found an opportunity of wreaking their vengeance. For the unconscious offence of selling a pamphlet of which he was not the publisher, and did not know the contents, he was sentenced to an imprisonment of nine months and a fine of £50. As a man of business and a private friend he was highly respected. I have alluded to the aid given by him to his Liverpool friend, John Gore. The same generosity distinguished him through life, exercised in the most modest and unostentatious manner. After a long and prosperous career, he died on December 20, 1809, and lies interred in the churchyard of Fulham, where he resided.

The epitaph inscribed on his tomb was written by his friend Fuseli the artist. The following tribute to his memory is from the pen of Maria Edgeworth :—

> Wretches there are, their lucky stars who bless,
> Whene'er they find a genius in distress ;
> Who starve the bard and stunt his growing fame
> Lest they should pay the value for his name.

CHAP. I.

But *Johnson* raised the drooping bard from earth,
And fostered rising genius from his birth;
His liberal spirit a profession made
Of what with vulgar souls is vulgar trade.

Jones and Sons.

Messrs. Jones and Son's silversmith's shop, adjoining the last mentioned, also dates its establishment far back in the last century, and has been conducted by a succession of members of the same family to the present time.

Clarke and Roscoe's Bank.

On the east side of Castle Street, the building at the corner of Dale Street was for many years the banking-house of Messrs. Clarke and Roscoe, which after several changes in its style and title finally succumbed to pressure in 1818. Of Mr. Roscoe I shall have to speak hereafter.

Slater's Court takes its name from Mr. Gill Slater, an eminent merchant, who resided there about the middle of the last century. Swift's Court is called after the former proprietor of a hosiery shop adjoining. Sweeting Street derives its appellation from Thomas Sweeting, mayor in 1698. It was at first called Elbow Lane, from its peculiar shape. It was the first street in the town which had its name written up inscribed in stone. It is also the only remaining street in the town which has the peculiarity of entering at both ends under a covered archway.

Whilst these lines are passing through the press the front to Castle Street is undergoing renovation by the erection of new premises for the Scottish Provincial Insurance Company.

Liverpool Arms Hotel.

On the site of the Branch Bank of England, and carried by an archway over Cook Street, stood what was formerly considered one of the institutions of Liverpool, "Lillyman's Liverpool Arms Hotel." Its hospitable portals opened wide upon the street.

Nor was the portly alderman e'er driven from the door
Of this fine old English hostelry all of the olden time.

It was, in fact, the Corporation House. As yet Lynn of the "Waterloo" was not, and Lillyman's turtle was only rivalled at a subsequent period by that of Horne, of the Mersey Hotel.

It was the head quarters of the red or Canning party at election times, as the Golden Lion, Dale Street, was of the Gascoyne Blues. Elections for mayor were also at times very exciting scenes. At the back of the hotel, opening from Cook Street, was an assembly-room, let occasionally for public meetings,

where might have been heard in the present century, Sir Francis Burdett, William Cobbett, William Roscoe, Dr. Crompton, Colonel Williams, Egerton Smith, Edward Rushton, a fiery Irish orator named Casey, and the late venerable William Rathbone on the Liberal side, and on that of their opponents John Gladstone, Adam Lodge, Thomas Mulock, etc. Oratory, however, was not so much the forte of the Tories in those days. Being possessed of the solid pudding, they wisely left the "chaff" to the digestion of their antagonists, and were content with being masters of the situation.

Banks.

The Branch Bank of England was erected in 1849 from the designs of Mr. C. R. Cockerell, R.A. The Commercial Bank was built about the same time by Mr. John Cunningham.

Millstone Tavern.

Another well-known tavern in Castle Street was the "Millstone," referred to by Derrick in his Letters (1760), where he says "for tenpence a man may dine at an ordinary, consisting of ten or a dozen dishes."

Liverpool fair.

A wayfarer along Castle Street any time these hundreds of years might have observed, about fifty or sixty yards south of the Town-hall, inserted in the carriage pavement, a flat boulder stone of circular shape, much larger than the square setts about it. As, to the untutored mind of Peter Bell,

> A primrose by a river's brim,
> A yellow primrose was to him,
> And it was nothing more;

so to the uninitiated this flat boulder would appear a paving-stone—and nothing more. It is, however, a great deal more. There formerly existed another such stone in Dale Street, near the top of Stanley Street.[1] These points marked the privileged precincts of the "Fair" of Liverpool, which, if any of my readers will consult those antediluvian productions, the rural almanacks, is still innocently supposed to be held on July 25 and November 11. For ten days before and after the fair, protection from arrest was secured within the sacred precincts marked by these stones, for all persons coming to the fair on lawful business. This may seem a trifle now, but in the days

[1] I am sorry to have to record that during some recent alterations in the pavement connected with the tramways, this relic of antiquity, the oldest in the locality, through ignorance or inadvertence, has been carried away and lost.

CHAP. I.

when any man might be summarily arrested and thrown into gaol on the mere pretence of a debt, it was a wholesome provision. The indication of this little Alsatia was a huge hand, thrust out in front of the Town-hall, as in the act of blessing, or as a sign of protection. The practice was continued down to the time of the Municipal Reform Act, and then, with many things less innocent, the good old custom expired.

Processions.

According to Troughton the opening of the fairs was formerly celebrated with considerable *éclat*. He says: "On these days the mayor, bailiffs, and *burgesses* (Qy. common councillors?), in their gowns, went in procession, with a band of music, from the Exchange to the middle of Dale Street, where they passed round a large stone, whitewashed for the occasion, and thence proceeded to another stone in the centre of Castle Street, and back to the Exchange, where they dined. It was the custom for the most respectable ladies in the town to follow in the procession to the church." The dinners are stated to have been furnished "in a most superb and luxurious style" to two or three hundred of the principal inhabitants; but this must be an exaggeration, as no accommodation existed for the entertainment of so large a number. Indeed, the procession seems to have been discontinued soon after the erection of the present Exchange (1754).

Markets.

I have already spoken of the markets and of the efforts made to procure additional accommodation in Derby Square and the neighbourhood. As the town increased, notwithstanding the opening of markets in other localities, the space was found far too small, and the booths and standings gradually encroached more and more along Castle Street, until at length on Wednesday and Saturday they nearly reached the Town-hall. Shopkeepers and the public alike complained of the nuisance, and after long delay the subject was taken up by the Council. St. John's Market was opened in 1822, and Castle Street was abandoned to the dignity of commerce. This removal changed the character of the shops, which, instead of providing for household wants, became more devoted to commercial necessities. In the course of time a further change took place, most important in its influence on the value of property. When the shopkeeper resided on the premises rents were of necessity moderate; but when the insatiable wants of commerce began to elbow out the shopkeeper's family, and to occupy the apartments as offices, rents rose with a rapid bound, and with them the value of the property in fee; so that premises which at one period had sold for

St. John's market. A.D. 1822.

Commercial changes.

£3000 in a few years realised £10,000 to £12,000.[1] The next and final step was that of eliminating the shopkeeper and converting or rebuilding the property for banks, insurance offices, etc. On the east side we have the Bank of England, and the Commercial Bank. The uniformity of the west side has been broken into by the erection of the Mercantile and Exchange Bank (now the offices of the Scottish Widows' Fund), on the ancient site occupied by Messrs. Heywood, and more recently by the North and South Wales Bank, erected partly on the fosse of the Castle. In due time the rest must follow, when it is to be hoped that Castle Street may rival the Via Nuova of Genoa in stateliness of architecture, free from the contraction and gloom of the avenues of "La Città Superba."

Branch Bank of England.

Mercantile and Exchange Bank.

National Bank.

From Castle Street the direct progress northward is blocked up for all but pedestrians by the huge pile of the Exchange Buildings. Previous to 1803 this was not the case. Up to that time the line of Oldhall Street was continued through to Castle Street along the east side of the Town-hall. If from the S.E. corner of Oldhall Street a line be drawn to the N.E. corner of the North-western Bank, curving slightly to the east, it will give tolerably correctly the allignment of the ancient Joggler Street, afterwards called High Street.

Exchange.

High Street.

This was originally the main street of the town, having the High Cross at its southern extremity, and the White Cross at the northern end.

The earliest mention of the street is in a deed of 9th Henry V., 1421, in which Henry de Bretherton conveys to Hugh de Botyl a parcel of ground in the garden of one half burgage in the Juglour Streete.

In the 8th Henry VI., 1429, there is a conveyance between the same parties of two messuages at the corner near the High Cross. About midway along the east side of the street, within the portion still remaining, there stood, before the erection of the Liverpool and London Insurance Chambers, the Police Offices and Court of Requests. Previously the land was occupied by butchers' shambles, extending back to what is now Exchange Street East. Here was the site of the original Town-hall of Liverpool. There is not much known about its history, but a few glimpses are obtained from the town records and other sources. Previous to the Reformation it was called St. Mary's

First Town-hall.

[1] A recent sale of a corner property in Castle Street containing about 260 square yards brought the sum of £38,000, or £145 per square yard.

CHAP. I.

Hall. Originally it seems to have been a thatched building, as there is an order for its being covered with slates for the first time in the year 1567. It was used not only as a Town-hall, but as a Custom-house, a lock-up for prisoners, the Mansion-house—the Mayor being required to keep the glass in repair at his own expense—and as a banqueting-house, the St. George's Hall of its day.

A.D. 1567.

A.D. 1571. Orders of Council.

In the town records, A.D. 1571, there is the following entry: "We fynd necessarie for the upholdyng better and long contynewyng of oure comyn hall of this towne in good order of reperacion of the same, that noe licence be or shall be granntyd and gyvyn to make any weddyng diners or pleyes of dawnsyng therein to the damagying, decayng, or falling of the floore of the same, and if it chaunce upon any urgent cause, or earnest request not deniable, any licence to be gyvyn therein, that thereby the same licence the partie or parties soe obteyning licence shall pay to the comyn cooffer for everie such licence fyve shillings, usual money."

A.D. 1579

In 1579: "Forasmuche as yt is considered that greate inconvenience doe in sundriewise growe, that hitherto this comyn haule hath bene and is of neccesitie used as a prison howse for the receipt of all persons here committed for or by reason of anie cryme, or for debte, which is not a fitte place for yt purpose, and therefore it was moved by Mr. Maior that some other place myght be provided and appointed for a common gaole, whereunto Alaien Gayney made answer and proffered unto Mr. Maior and the towne, a certain howse by him latelie builded near unto the sea syde."

Civic banquets.

Here the civic banquets of the time were held, the cost of which is duly recorded. About twenty shillings sufficed for an ordinary Corporation dinner; but on a great occasion, such as entertaining the Earl of Derby, a grand display was made, costing the town twenty-four shillings.

Common Council.

I dare say the sayings and doings generally of the "forty honest and discreet men," as the councillors are styled in the old charters, would possess no more interest, perhaps not as much, to the present generation as those of their successors on the opposite side of the street; but public spirit and ability and pluck are always worthy of commemoration. "Vixêre fortes ante Agamemnona multi;" which may be rendered, that eminent town-councillors flourished amongst us before the days of the Municipal Reform Act.

Leaving the old Town-hall, we will now enter Juggler Street and take a survey a century later than the date of the last quotation, say A.D. 1667.

Alderman Lurting.

One house in the street was occupied by Alderman Peter Lurting, mayor in 1663. Moore, in his "Rental," calls him "a very knave;" his knavery, however, consisted principally in electioneering differences with the Moore family, which in the eyes of Edward Moore constituted the unpardonable sin. The line of buildings seems to have been rather irregular, as there is said to be "a stately room betwixt the house and the street to build on." The primitive and rural condition of the community may be gathered from the statement that in front of the house "there is a place walled in with Perpoint ashlar, where *most of the street lay their dung;* so that it is of great advantage!"

State of buildings.

Moore asks a question in regard to this street which, I fear, must for ever remain unanswered: "Query, how the town came by the little shops where the women now sell apples and the cobbler works? Because, in an exchange from Sir Richard Mullineux, I find them granted to my great-grandfather, John More."

All that was left of High Street was in 1856 removed, and the Liverpool and London Chambers erected on the site from the designs of Mr. C. R. Cockerell.

A.D. 1617.

The last mention of the original Town-hall is in 1671, when a levy or tax was assessed on the inhabitants for a variety of purposes, including "the repayre of bridges and of the Town-hall."

Second Town-hall.

Description, A.D. 1673.

Soon after this time the building of the second Town-hall was commenced on the open space at the north end of Castle Street, in front of the site of the present Town-hall. It is described by Blome, who wrote a description of the town in 1673, as then building. He calls it "a famous town house, placed on pillars and arches of hewen stone, and underneath is the publick exchange for the merchants."[1]

The erection of this building marks an important epoch in the progress of the town. The original Town-hall represented Liverpool, in its vassalage and dependency, cringing to the Chancellor and sheltering itself under the protection of the Stanleys and Molyneuxs. The next seventy years, the period of the existence of the second Town-hall, was one of struggle and self-assertion. The lingering remnants of the feudal yoke were shaken off, the lords paramount were set at defiance, the

Second Town-hall.

[1] Views of the building are given in Herdman's *Ancient Liverpool* and in Troughton's *History*.

CHAP. I.

Second Town-hall.

new parish was constituted, the foundations of the magnificent corporate estate were laid, and the commerce of the port entered upon the career which has been crowned with such successful results.

It was in the upper chamber of this building that most of these schemes were matured. I have already described most of the leading townsmen of that day. They combined an amazing amount of sagacity and enterprise. Whilst developing the colonial trade with America and the West Indies, they were diligent in the improvement of the town by every available means.

The second Town-hall, after being the centre of Liverpool life for seventy-five years, began to exhibit symptoms of decay. The town within this period had made considerable advances in commerce, wealth, and population, and it was determined to erect a new building more suitable to the altered circumstances of the times.

In 1742 it was projected to build a new Exchange on the model of the Royal Exchange, London, with two arcades and six walks across, for the following trades:—Irish, West India, Coasting, Baltic, Virginia, Mediterranean.

New building.

The following is from a contemporary account: "On the 11th July 1749, an agreement was entered into by the Corporation with Mr. Wood, of Bath, as architect, to be paid 5 per cent commission; and on the 1st September another agreement was made with Alderman Brooks, for excavating and executing the work necessary for the foundation.

Laying the first stone.

"The foundation-stone was laid on the 14th September, at the south-east corner, with this inscription thereon only; though the learned of the town had been racking their brains to find out a suitable one in Latin, Greek, or Hebrew, on which they could not agree; whereupon the Corporation, to quiet them, chose the following:

JOSEPH CLEGG, Esq., Mayor.
OWEN BREERETON, Esq., Recorder.
JAMES CROSBIE, Gentleman } Bailiffs.
RICHARD CRIBB, Gentleman }
Sept. XIV. A.D. MDCCXLIX.

JOHN WOOD, Architect.

"The gentlemen of the Common Council, in their gowns, attended Mr. Mayor in the hall; and the corporate body from

thence, about one o'clock at noon, went in procession, with their regalia and officers, with musick preceding them, to the new work, where the Worshipful Joseph Clegg, Esq., mayor, addressed himself to the burgesses in a handsome speech on the occasion, and struck down and laid the first stone of this noble work, and gave the workmen money on the occasion, which example was followed by the rest of the Council and merchants present, and was proclaimed by the loud huzzas of all the vast concourse of freemen and others present. Laying the first stone.

"After which Mr. Mayor and the Council, with the merchants, returned in like manner into the hall, where they were entertained by the Corporation with wine and cake, and prosperity to the new building was drunk by all the company; upon which the ceremony concluded."

In 1754 the building was opened with great rejoicings. The town for a whole week abandoned itself to festivities; public breakfasts every morning, boat-races during the day, and balls and concerts every evening. In its original condition the Town-hall, though handsome, and for the most part in good taste, differed materially from the structure of the present day. The east and south fronts alone were visible. On the north and west the adjoining buildings abutted directly upon it. The projecting portico and arcade on the south front were wanting. The north wing, containing the ball-room, formed no part of the original design. The following is the description by Enfield, who wrote about fifteen years after the completion. It must be premised that both this and the preceding Town-hall were designated "The Exchange," being intended quite as much for commercial as for municipal purposes:— Opening. Description.

"The principal entrance into the Exchange is by three arched doorways, ornamented with handsome ironwork; these lead to a spacious covered piazza, surrounding a square area in the middle. This covered walk is supported by couplets of Doric columns, without pedestals. The under part of the entablature and the body of the building under the piazza are crowded with a variety of ornaments, except the ceiling of the chief or south wall. The area is so small as to have somewhat the appearance of a well, and to give a gloomy cast to the walks that surround it. The four sides, or internal fronts in the area consist of the before-mentioned couplets of Doric columns, upon which is a range of Corinthian columns, the whole order complete, and at each corner handsome pilasters. Between these

CHAP. I.

Description.

are seven arched windows in each front, decorated with another complete range of Corinthian columns, a size less than the former. The spaces under the window are minced into useless balustrades, and the whole is garnished with a redundancy of childish ornament. Above the centre of the grand front is a massy dome, covered with lead, which encumbers the building, and disgraces the Corinthian architecture which supports it; upon this, however, is erected a light turret, which affords an agreeable view of the town and its environs."

A spacious staircase led to the upper floor, which contained the Town-hall—"a large and handsome room, well lighted, and elegantly fitted up with a semicircular range of seats, etc., all of mahogany. Behind the Town-hall was the council-room, and adjoining this the assembly-room, 65 feet by 25 feet, everywhere enriched with carving and ornaments."

Clearing buildings, north wing.

About 1787 the parasitical buildings were cleared away from the west and north sides, and the north wing added, for the purpose of a mansion-house for the mayor.

Fire.

On Sunday, July 24, 1795, the whole interior was destroyed by fire. The restoration was completed by the year 1797, when the interior was arranged much as it now exists. The present dome and cupola were added about the year 1802.

Portico, etc.

The projecting portico and arcade on the south front were constructed in 1811, completing the edifice externally as we now see it. The ball-room and suite of state apartments were not finally completed until 1820.

Hustings.

Let us place ourselves for a few moments under the portico. This is the old Hus-ting, or place of election, of our ancient and loyal borough. Here the candidates for the "most sweet voices" of the free burgesses have made their profession of political faith. "Great men have been among us." Not to mention Sir William Meredith and other worthies of the eighteenth century, we have had within the last two generations Roscoe and Brougham, Canning and Huskisson, addressing from this platform not merely the people of Liverpool, but the nation at large. Here, too, was enacted the drama of that school for political scandal, the election of 1830, which filled up the cup of political corruption to the brim, and contributed materially to the conviction in the public mind that the time for reckoning was come.

Let us now leave the hustings and take a final glance round the exterior. At the time that the north and west sides were cleared of buildings the street called Exchange Street West was

formed, and in the middle of this stood the famous Exchange Alley, the locale of many eminent merchants, conspicuous amongst whom during the first thirty years of this century stood the wealthy firm of Ewart, Rutson, and Co., afterwards Ewart, Myers, and Co. The name of William Ewart is perpetuated in the Right Hon. William Ewart Gladstone, his godson, and William Ewart, his son, sometime M.P. for Liverpool. In 1864 these constructions were swept away and replaced by the pile called Brown's Buildings and the Phœnix Fire Office. Brown's Buildings were designed and erected by J. A. Picton and Son. The site cost about £80,000 and the buildings about £30,000. They were built at the sole cost of Sir William Brown, Bart.

Exchange Alley.

The Town-hall was originally intended as a mercantile exchange below and a municipal hall above; but, from whatever cause it arose, the merchants preferred meeting in the open air in Castle Street, in front of the building. The markets from an early period had clustered about this spot. From a letter written by Johnson in 1701, it appears that the corn market was held in Castle Street, which, he says, "is the properest place for it; the stones are there laid, and there's room enough to unload the carts." The butchers had just been removed to the new shambles north of the Exchange; the butter, cheese, and poultry about the 'Change, where the butchers were before. After the destruction of the Castle the retail market was removed to the other end of the street.

Exchange.

Corn market, etc.

After the widening of Castle Street and the surrounding improvements under the Act of 1786, it was felt that the commercial community required better accommodation for the transaction of business. So strong was this feeling, that when the project for the erection of a new Exchange on a scale commensurate with the wants of the times was brought publicly forward in April 1801, the subscription list of £80,000 was filled up in three hours, although no individual was allowed to hold more than ten shares.

New Exchange.

The first stone was laid on June 30, 1803, and the Exchange was opened to the public on March 1, 1808.

First stone laid. A.D. 1803.

The quadrangle of the New Exchange as an architectural design possessed considerable merit. Pitched in the key of the older structure, it harmonised thoroughly with it, whilst in its distinctive features it exhibited a dignity and repose which approached if it did not reach to grandeur of style. The entire

Description.

CHAP. I.

A.D. 1862. Rebuilding. Exchange.

group from Castle Street to Oldhall Street, as a combination of municipal and commercial buildings, has never been surpassed.

The New Exchange had scarcely been opened more than fifty years when it was found that in the race of progress the wants of commerce had outstripped the accommodation. The proprietors of the existing Exchange declining to promote a larger scheme, a new company was formed in 1862, and an Act of Parliament obtained to buy up the old company and to pull down and re-erect the building on a larger scale. The sum paid to the old proprietors under an award was £317,350, and £60,000 was also paid for the site of the old Sessions House, to extend the buildings westward. Mr. T. M. Wyatt obtained the first premium in the competitive designs, and subsequently carried out the buildings at an expense of £220,000.

The style may be called a sort of Flemish renaissance, well calculated for the purposes of the minute division into numerous storeys and offices, but not especially adapted for architectural effect. Those who remember the stately dignity and quiet repose of the former building will be inclined to sympathise with the Jews who wept in comparing the second Temple with the first. The newsroom is a noble apartment, free from all obstructions, and well adapted for its purpose.

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CHAPTER II.

OLDHALL STREET, NORTHWARD.

CHAP. II.

Old Hall.

THE name of Oldhall Street indicates the existence of an old hall, and the epithet *old* points to the idea of a new one at some time or other. The history of the locality may serve to illustrate the origin of the name.

More family.

The family of More, or De la More, established themselves in the neighbourhood some time in the thirteenth century. In the 20th Henry III. (1236), Sir John de la More occupied a dwelling in Liverpool. It stood on the east side of Oldhall Street, a little to the north of Union Street. The mansion was then called More Hall. About A.D. 1280 the Mores became possessed of lands in Kirkdale, and erected Bank Hall, which thenceforth becoming the family seat, More Hall fell into the second place, and was called the Old Hall, being usually occupied by the dowager of the family as a jointure house. The declining fortunes of the Moores [1] and the progress of the Liverpool men of trade led in time to its being let on lease. In 1667 it was in the occupation of Thomas Andow, or Ayndoe, mayor in 1665, of which civic functionary his landlord, Sir Edward Moore, writing to his son, thus irreverently speaks: "In the name of God be careful of him, for he is one of the lurkingest knaves in all the town: he is worse than my pen can express; and when he makes the greatest show of friendship, then he hath the most deceit at heart."

More hall. A.D. 1280.

A.D. 1667. Thomas Andow.

In 1688 the Hall is described in the Chorley Survey as a stone house consisting of six bays, in repair, and one little bay of outhousing out of repair; and a garden valued at 9d. per annum, and one close called the Parlour Field, containing 3 acres 25 poles, valued (altogether) at £10 : 18 : 9, and one close called the Barn Field, containing 2 acres 1 rood 33 poles.

[1] The spelling of the name varies. Anciently it was written *More*, but from the seventeenth century it took the form of *Moore*.

CHAP. II.

John Lurting is entered as tenant of a timber house, consisting of three bays and back buildings all thatched, but indifferently repaired; a backside and large garden, and ten lands in the Town field.[1]

Old Hall.

The Old Hall continued to flourish, patched up, repaired, and partially rebuilt, though cribbed and shorn of its pleasant

A.D. 1712.

fields by the progress of building. About 1712 it passed, with the remainder of the Moore estates, into the possession of the Earl of Derby, and down to the early part of the nineteenth century it was always occupied by some branch of the family.

A.D. 1766.

In 1766 it was the residence of the Hon. and Rev. John Stanley, one of the rectors, and after his decease was occupied by his widow to the time of her death, about 1804.

A.D. 1769.

In Perry's map of 1769 it is shown as a large house, with centre and wings, set back from the street; and though built up on the north and south sides by the houses fronting Union and Queen Streets, still possessed of a pleasant garden at the back. Thirty-four years later, in 1803, according to Horwood's map, it had undergone little change. When the street

Improvements, A.D. 1820.

was widened under the Improvement Act of 1820 a portion of the Hall was taken down, and some years afterwards the remainder was leased and demolished, to be rebuilt for commercial purposes.

Ancient ramparts.

Not far from the Old Hall, somewhere about the corner of Queen Street, the ancient fortifications crossed the line of Oldhall Street.

The walls or earthworks of Liverpool were not merely extemporised at the time of the civil wars; they had existed for ages previously. They are mentioned in the records of a trial in the reign of Philip and Mary; and a public officer, termed a murager, was appointed to take charge of them. At the time of the sieges the rampart consisted of an earthwork, probably faced by a wall, with a fosse twelve yards wide and three yards deep.

In the 7th Henry VIII. (1516), Oldhall Street which had up to that time been a private road to the Hall, was made a public highway, by agreement between William More and the Corporation.

In the latter part of the seventeenth century building began

[1] The Town field extended northwards from the end of Leeds Street where there was a gate. It was enclosed in 1715, after the purchase of the Moore Estates by Lord Derby and others.

to extend from the White Cross along Oldhall Street northwards. Fazakerley Street, originally Rosemary Lane, takes its name from the owners of the land.

Fazakerleys.

The Fazakerleys of Walton and Fazakerley, about four miles north of Liverpool, are a family of ancient descent, settled here from a very early period. In 1379 Thomas de Fazakerleigh held the coronership of the county, then a very important office, having to issue the pleas of the Crown. His successor, Robert, married, about 1400, Helen, heiress of Robert de Walton, by which the ancient mansion called Spellow House and a moiety of the Walton estates passed to the family. Roger Fazakerley was mayor of Liverpool in 1531, and held various lands in the town by burgage tenure. Nicholas Fazakerley married, in 1591, the daughter of John More, of Bank Hall. Her mother was the daughter of Sir Richard Molyneux, of Sefton. Samuel Fazakerley filled the office of town-clerk of Liverpool from 1664 to 1678. Nicholas, a barrister of the Inner Temple, sold a portion of the estates in Walton, including Spellow House, to the Earl of Derby about 1715. A portion of the property still remains in the possession of the family.

Virginia Street, etc.

Down to the end of the 18th century the north end was the aristocratic part of the town. Whilst windmills and potteries began to dot the surface of the eastern slope beyond Dale Street, and the land to the south of Hanover Street was still occupied with fields and gardens, Union Street, Virginia Street, Earle Street, St. Paul's Square, and the neighbourhood, were laid out with the substantial commodious mansions of the merchants of the day. Nor is this to be wondered at. Under the circumstances of the town at that period, the northern suburb was the pleasantest and most salubrious. The descent from Oldhall Street to the river was steep and rapid, open to the sea-breezes. On a bold bluff at the end of the street projecting riverward, there was formed the once celebrated Ladies' Walk, with its fourfold avenues of umbrageous elms, overlooking the river and commanding a splendid prospect from the Rock Point to Eastham, with the Welsh mountains in the background. We may still identify the site, which is marked by the sheet of water forming the western canal basin, with the yards and temporary erections surrounding it. Let us enter and survey the locality. The atmosphere is grimy, redolent of coal-dust and smoke. Everything around smacks of the earth—earthy; of the most repulsive character which commerce can assume; but no matter,

Ladies' Walk.

CHAP. II.

Ladies' Walk.

we have a dispensation "to call spirits from the vasty deep." We will for this occasion resemble Wordsworth's "Poor Susan," who, enveloped in the roar of London streets—

> Sees
> A mountain ascending, a vision of trees,
> Bright volumes of vapour through Lothbury glide,
> And a river flows on through the vale of Cheapside.

Vision.

More than a century shall roll away backward; 1875 gives place to 1767. It is a summer evening; the gentle zephyr is blowing from the river and rustling the foliage over our heads. The tide is flowing, and several ships are seen in the offing slowly making their way to the anchorage ground. Stately ladies in hoops and farthingales, and gentlemen in bag-wigs and swords, with scarlet flowered and velvet coats, are promenading about, amongst whom we recognise Mr. Thomas Johnson, the mayor. Having some knowledge of this gentleman, we are introduced by him to some of the leading merchants of the day; Mr. Matthew Stronge,[1] Mr. John Sparling,[2] Mr. Ralph Earle,[3] Mr. William Rathbone.[4] The topics of conversation are the election for members about to take place, the addresses of Sir William Meredith and Colonel Pennant having just been issued. Another subject of great interest is the scheme of a projected canal to connect Leeds and the West Riding of Yorkshire with Liverpool, for which it is stated that Mr. Brindley, the Duke of Bridgwater's engineer, had been making surveys. The question is discussed as to the locality of the terminus of the canal. One of the company jocularly suggests the Ladies' Walk as a convenient site, but is instantly rebuked by the unanimous voice of the company as too absurd an idea to be entertained. After parting with my friends, I sit down on a bench to read the newspaper of the day; "Williamson's *Liverpool Advertiser*, Friday, August 28th, 1767." I read the addresses of the candidates for the representation of the borough. I see that at our Liverpool Drury Lane Theatre there is to be this evening a comic opera, "The Maid of the Mill," to conclude with a dance called the Fingalian. I run my eye over the advertise-

[1] Treasurer to the Corporation. He resided in Paradise Street.

[2] Mayor in 1770. He resided in Paradise Street, and afterwards built St. Domingo House.

[3] Mayor in 1769. He resided in School Lane.

[4] Great-grandfather of Mr. William Rathbone, M.P. for Liverpool.

ments, and find that "flying machines" now run in three days from Manchester to London, performed (if God permits) by John Handforth and others, with much other interesting information. There is a story of two lovers, Eumenes and Fidele, so touching that at the *dénouement* I burst into a flood of tears. With this shock the vision is dispelled; I open my eyes and find myself seated on a log of timber in a grimy coal-yard.

Ladies' Walk.

The shadowy reminiscences of the past give way to the squalid realities of the present, but the association of ideas is such that we cannot separate them. Not long after the visionary interview at which we have had the honour to be present, the projected canal became an accomplished fact. It was opened with great rejoicings on St. Luke's Day, 1774. The Ladies' Walk lingered on for twenty years longer in a shabby-genteel sort of existence, until it was finally dismantled in 1796. Once, and once only, since that time, has the site of the Ladies' Walk witnessed a flickering return of something like its ancient glory. On July 19, 1821, when the opening of the Prince's Dock was celebrated on the coronation day of King George IV., the "good old town" fairly ran riot in the exuberance of its display. As the site of the Ladies' Walk commanded a splendid view of the procession and ceremony, every "coign and point of vantage" was occupied by a vast assemblage, the ladies brilliant in their gayest attire. Flags and banners floated from the lofty terrace, and the old Ladies' Walk gleamed as benignly as a good old dame of eighty winters at the wedding of her granddaughter.

Strange are the fluctuations of human affairs, whether civic or national. It has been of late seriously propounded to fill up this portion of the canal and convert it into a railway station. No doubt it does give out occasionally, as Trinculo would say, "a most ancient and fishlike smell;" but, filled up or not, no return to the verdant glades of the olden time will recur, until the visit of Lord Macaulay's celebrated New Zealander, who I fear is likely to be exterminated long before the time of his promised advent.

Maidens' Green.

Before the construction of the canal, a large meadow opposite the Ladies' Walk extended eastward from Oldhall Street, flanked by another shady walk called the "Maidens' Green." If any one is sufficiently curious to wish to identify the site of this lovers' resort, he will find it in a narrow dingy alley still

CHAP. II.

called by the same name, extending from Ray Street to Highfield Street.

Canal.

The canal and its basin were for a long time quiet, solitary, and entirely unprotected. About fifty years ago, Mr. W—— B——, a respectable gentleman of the neighbourhood, in returning from a pleasant evening party, had to cross the bridge at the end of Leeds Street, then very steep and narrow. The night being dark, gas not having been yet introduced, he missed the turn at the corner of the basin, and walked into the canal, where he was unfortunately drowned. The authorities were then for the first time moved to fix posts and chains for protection.

Oldhall Street at present is no great width for the incessant stream of heavy traffic of all kinds which slowly courses along its pavement from morn till night; but the time is not so far in the distant past when two carts could with difficulty pass, and when foot passengers had to step into a doorway to avoid being ground against the wall. Notwithstanding this, Oldhall Street and its neighbourhood contained the abodes of the respectable mercantile class in the days when the merchant had his establishment complete on the spot where he resided. Here,

A.D. 1760.

for instance, is an advertisement of July 15, 1760:—

"To be let in Oldhall Street, a large commodious house now tenanted by Mr. Matthew Strong, merchant, containing four rooms on a floor, with a compting house; and a warehouse wherein may be laid 70 hogsheads of sugar on a floor, and a large commodious yard with a coach or cart road to it."

In Oldhall Street resided during the latter half of the eighteenth century Richard Caddick, an eminent portrait-painter. An excellent specimen of his talent is to be seen in the board-room of the workhouse, in the portrait of Mr. Joseph Brooks. Caddick was contemporary with Stubbs and Richard Wright, and pictures of his were hung in the earliest exhibitions in the town.

Oldhall Street was first built on to any extent in the reign of Queen Anne. George Street took its name from Prince George of Denmark. Ormond Street from James, second Duke of Ormond, one of Queen Anne's statesmen.

The street was opened to its present width in 1820. There is not much of an architectural character about the modern buildings, but the large pile of offices called "The Albany" erected by Mr. J. K. Colling for Mr. Richard Naylor of Hooton

Hall about 1850, is well worthy of notice for freshness and originality of design.

Union and Edmund Streets were laid out about 1709, and were so called in honour of the marriage union of Sir Cleave Moore, Bart., with Ann, daughter of Joseph Edmund, Esq. Union Street.

In Union Street resided in the middle of the eighteenth century Dr. Samuel Angier, an eminent physician. He married Catherine, daughter of George Leigh of Oughtrington, and was connected by marriage with the Claytons.

Down to the early part of the nineteenth century it was a street of considerable pretension, quiet and retired, the houses commodious and occupied by solid well-to-do burgesses.

Queen Street, although commenced in the reign of Queen Anne, was very little built on in the middle of the eighteenth century. A large tract of ground north of Queen Street was occupied as brickground for many years by Mr. Joseph Brooks, grandfather of the late Archdeacon Brooks. This land remained open and unbuilt on until the second quarter of the nineteenth century. One of the adjoining streets was called Brooks Street after its original owner. Barton Street takes its name from Mr. James Barton, who established a brewery on the spot about 1760. Queen Street. Brooks Street.

Edmund Street was one of the first streets built in the neighbourhood. There is a small chapel behind the houses on the south side of Edmund Street approached by a passage from the street. It was erected towards the close of last century by a Mr. Hobery, or Hoberow, who had seceded from the Wesleyan Methodists. It has been subsequently occupied by a succession of various religious denominations. Prussia Street was so called from the alliance between England and the great Frederick of Prussia in the middle of the last century. Prussia Street.

The land east of Oldhall Street and north of Edmund Street belonged for many ages to the Moores. When their estates were broken up about 1712, a considerable portion of the land in this locality was purchased by the Earles and laid out for building. To this circumstance Earle Street owes its name. Virginia Street is doubtless so called from the Virginia tobacco trade which has flourished in Liverpool from the seventeenth century. St. Paul's Square was laid out soon after 1760. The church was commenced in 1765, and completed in 1769, from the designs of Thomas Lightoller. For some reason or another this building seems to have been always under a cloud. A Earle Street. St. Paul's Church.

CHAP. II.

St. Paul's Church.

church of large dimensions and imposing appearance, and in the midst of a dense population, it has, except for short intervals, few and far between, been attended by the merest handful of a congregation. The causes of this would be an interesting subject for inquiry.

The external appearance of this church is marred by the friable nature of the yellow sandstone of which it is built. It has been unfortunate likewise in its critics. Whether misled by the name or not, it has been usual to suggest a resemblance to its magnificent namesake of the metropolis, and to condemn it as a paltry attempt to produce a model in miniature of its great prototype. Now, in point of fact there is about as much resemblance between St. Paul's of Liverpool and St. Paul's of London as Fluellen discovered between Macedon and Monmouth. There is a dome and cupola in each, and there begins and ends the likeness. Once getting rid of any foolish fancies of this kind, and examining the building on its own merits, we shall find much originality in the conception, and some noble effects in the execution. The interior, with its circle of columns rising the full height of the building, carrying what was originally a lofty dome, open internally and lighted by eight circular windows in the vault, was decidedly the finest which the town could boast. The first incumbent of St. Paul's was the Rev. John Henderson, who from 1752 to 1763 had been the minister of the Dissenting Chapel in Benn's Garden.

St. Paul's Square.

St. Paul's Square was during the latter part of the eighteenth and the early part of the nineteenth century the residence of many of the local aristocracy. The locality was quiet and suburban, and the houses large and comfortable.

George Syers.

On the north side, some fifty or sixty years ago, lived George Syers—glorious old George—a Dicky Sam of the Dicky Sams; a Tory of the Tories, in the days when Toryism had a purpose and a meaning, when as yet the "Adullamite" was not, and the "Cave" was unknown. George was great in electioneering strategy. Canning and Gascoyne, the Blue and Scarlet, had no more staunch partisan—none who could feel the pulse or touch the palm of an old freeman more adroitly, or complete a "tally" more dexterously from the "Golden Lion" or "Lillyman's Hotel;" and then, when the fight was over, when the "Jacobins" were routed, when the "chairing" of the successful candidates had been duly performed, to see George at the symposium of the Canning or Backbone Club,

with his jolly red face beaming with fun, telling his stories, and exchanging jokes with Doctor Morris or "General" Ackers, setting the table in a roar, was something to cheer the heart of a Tory. Gentle reader, hadst thou been there, philosophical radical as thou mayst be, even wert thou Beales, M.A., himself, thou couldst not have resisted joining in the chorus— George Syers.

> Long live the king, and happy may he be,
> And success to his forces by land and by sea:
> His enemies to triumph we never will permit,
> Britons aye have been victorious, and so will they yet.

Honest George got his reward for his political services. He was promoted to a surveyorship in the Customs, and continued in that useful occupation until his death about 1850. One of his sons obtained an Indian cadetship and rose to the rank of general.

In a commodious house at the corner of St. Paul's Square and Virginia Street was born, in the year 1770, the Rev. Leigh Richmond, Rector of Turvey, Bedfordshire, the distinguished author of "The Dairyman's Daughter," perhaps the most popular tract ever written, which has reached the heart of hundreds of thousands of readers, and tended to promote a quiet simple piety, not often met with in this age of fast life. Leigh Richmond.

Mr. Richmond's father was a physician, Dr. Henry Richmond; his grandfather one of the rectors of Liverpool. His relative, Silvester Richmond, the witty author of so many electioneering squibs, has been mentioned frequently in the preceding chapters.

Rigby Street was laid out about 1770. It was at first called North Street, but eventually took its name from Mr. Gilbert Rigby, merchant, who resided at the corner of Oldhall Street. Rigby Street.

Leeds Street was formed about 1790, so called from the Leeds and Liverpool Canal, which here has its terminus. Some of the earlier houses were on a large scale. The Blundell-Hollinshead family had here their town residence, and remained in the locality until about the year 1820. A large Methodist chapel was built in Leeds Street in the year 1799, with extensive schoolrooms behind. About 1840 this building was taken Leeds Street.

CHAP. II.

down, and the school-rooms behind disposed of to the Roman Catholics.

Going northwards along Oldhall Street, the land slopes rapidly towards the beach, terminating originally in a steep scar of clay with a flat margin of sandy shore. From Chapel Street northward, a sea-wall was built in the early part of the eighteenth century, and called the "New Key." Edward Moore in his "Rental" (1667) writes of this locality: "Remember to build a wall all along the bank-side till you come to the town field, otherwise in time I am afraid the sea will wear away the whole bank. Remember, that if the town prospers you may either build houses or warehouses all along this wall."

New Quay.

By the middle of the century this wall had been carried as far as the west end of the Ladies' Walk. A street was formed parallel therewith, and houses built on both sides. At a subsequent period further extensions were made into the river, and shipbuilding carried on by Mr. John Naylor Wright in the early part of the present century. At the north end of this embankment baths were erected about 1765 by the same gentleman or his father.[1] From this the street previously called the "North Key," took the name of Bath Street. In 1794, these baths were purchased by the Corporation for the sum of £4000, and about £1000 was expended in improvements. Although convenient and well adapted for their purpose, they were not very much frequented, owing to the great facilities offered for bathing along the shore. About 1817 they were removed to make room for the Prince's Dock. After their destruction no means were adopted to supply their place until 1826, when the baths on George's Pier were commenced, which were completed in 1829.

Baths. A.D. 1765.

Between 1777 and 1781 a fort and battery were erected on the shore a little to the northward of the baths just described. This is a conspicuous object in all the maps of Liverpool for the ensuing forty years. It consisted of a breast-wall of masonry, enclosing a semicircular area projecting into the river, having embrasures for cannon, with a brick wall on the land side. Within the area were small barracks and a powder magazine. As a piece of fortification it was almost contemptible, but it

Fort.

[1] Baths were first opened on May 6, 1756, in a building in the Old Churchyard, containing salt and fresh water and two hot baths. The ladies' hours were from 4 to 11 A.M. The building was afterwards converted into the Bath Coffee House.

served as a place of public resort, and its little garrison contributed to the enlivenment of the town. It was taken down in 1817 and the site absorbed into the Prince's Dock.

Decline of neighbourhood.

The quiet and respectability of the northern part of the town received a rude shock from the opening of the canal. Up to this time the poetry and sentiment of the town seemed to have attached themselves to the north end. The leafy avenues of the Ladies' Walk, the pleasant promenade of Maidens' Green, the shady recesses of Love Lane, by their very names call up associations of rural beauty which were fully borne out by the landscape as it then existed. The opening of the canal changed entirely the whole aspect of affairs. The zephyrs became redolent of coal-dust. Merchandise and traffic, with their sordid requirements, soon absorbed the pleasant nooks and corners. Fashion and comfort took their flight to more congenial regions, and the neighbourhood was left to the bustle of active industry. The character of a locality does not, however, change all at once. St. Paul's Square, Earle Street, and Union Street, long maintained a struggle before their dignity was finally shorn of its beams. Some now living can remember in their juvenile days a few old-fashioned equipages which emerged from these regions, the driver seated postilion-wise on the near horse, with antique jockey-cap and flaxen wig, the inmates looking as if, though amongst, they belonged not to the coaly tribe around them. But alas ! all earthly glories must have an end. The Ladies' Walk, after a sickly decline, was broken up for brick ground and converted into coal yards. Love Lane is still a shady avenue, but it is with the shadows of huge piles of warehouses and the viaduct of the railway.

Dutton Street.

A little to the north of the Ladies' Walk, about 1760, Mr. William Dutton built a house and established a boat-building yard. About 1780 a street was cut from Mill Lane (now Great Howard Street) down to the shore and called Dutton Street. Gibraltar Row and Gibraltar Street commemorate the siege of Gibraltar in 1783.

Denison Street.

Denison Street dates from about 1790.

Borough gaol.

The line of Oldhall Street was continued beyond the canal basin by a narrow rural road called Mill Lane, which terminated in the fields at a short distance. In this line, far removed from the town, the borough gaol was erected about the year 1786. John Howard, the philanthropist, frequently visited Liverpool, and had much to do with the construction of the new

CHAP. II.

prison, which led to the street being subsequently called by his name.

Borough gaol.

The erection of this new gaol did not escape severe criticism. A small volume was published in 1793, containing a description of Liverpool, in which the writer, Mr. Moss, thus moralises on the new gaol: "This temple of the goddess Laverna is situated at the northern extremity of the town, where it rises in all the glare of ostentatious majesty. A stranger, on being informed it is the common jail, must be immediately prejudiced by a very indifferent opinion of the honesty or reputed wealth of a place which requires a building for the reception of villany and insolvency that covers more than twice the ground occupied by the prison of Newgate, and on fair calculation will hold half the inhabitants of Liverpool. It is the remark of a French wit that a prison always looks best on the outside. This idea seems to have influenced the Corporation, for such is the external appearance, that a distant view indicates a magnificent castle. The pile is enormous; the materials of which it is composed would build a village. An impartial observer must be divided in opinion whether it is more deserving of ridicule or reprobation."

French prisoners.

The prison was not appropriated to its original purpose for more than twenty years after its erection, having been occupied during the war as a depôt for French prisoners.

At the Peace of Amiens, in 1802, above 1100 prisoners were liberated from the Liverpool Gaol and restored to their native land. With the usual readiness and adaptability of Frenchmen, many of the prisoners carried on a variety of manufactures in trinkets and toys. Occasionally they performed plays in an extemporised theatre, to which the public were admitted, and have taken £50 in a single night for admissions.

Charles Domery.

One of the prisoners, named Charles Domery, a Pole by birth, presents one of the most extraordinary instances on record of voracity, caused probably by disease. The case is recorded by a physician in the town, Dr. Cochrane, from his own personal observation. Almost everything came alike to his insatiable appetite—dogs, rats, cats, or candles; raw meat was his special *bonne bouche*. It is said that he was daily supplied with the rations of ten men, yet was constantly "asking for more." The doctor, on one occasion, wishing to test his powers, invited a party to witness the exhibition, when Domery consumed in their presence fourteen pounds of raw meat and two pounds of candles,

which moderate repast he washed down with five bottles of porter. There was nothing ferocious or brutal about the man's appearance or bearing. He stood six feet two inches high, well-proportioned, but rather meagre; pleasant in manner, and obliging and inoffensive in his disposition.

A.D. 1811. In 1811 the borough prisoners, criminals and debtors, were removed from the Old Tower, in Water Street, to the new establishment. The "impartial observer" of 1793 would have been surprised to find, that after being occupied for forty years, and enlarged from time to time, it was at length found absolutely necessary to erect a much larger structure for the same purpose at Walton, to which the prisoners were transferred in 1855, and the old prison pulled down. The site was sold to the Lancashire and Yorkshire Railway Company, and now forms part of their goods station.

A.D. 1855. Removal of gaol.

Looking at the vast extent of the docks and dock works northward, which requires a drive of nearly four miles from the Exchange to get a glimpse of the open shore, it would surprise many of the present generation to be told that Liverpool formerly enjoyed a high reputation as a sea-bathing place. Yet such was the fact for many years. During the first quarter of the present century, from the old fort northward a fine sandy beach offered excellent facilities for a marine plunge. During the summer season the beach was a very favourite resort. Long lines of bathing "machines" stood in readiness to accommodate the visitors, while stalwart bathing men and women—amphibious creatures whose days were spent up to their knees in water—the terror of the juveniles, were in attendance, like Tritons and mermaids waiting the behests of Neptune. The shore at high water, during the months of July and August, presented a very animated appearance, being crowded with visitors from the manufacturing districts, "coom fur t'ha a dip i' th' saut weytur." The bathing was conducted in a very primitive fashion. There was a sort of conventional separation between the sexes, but the male bathers entered the water and disported there "in puris naturalibus," the spectators promenading and looking on with the sentiment probably of "Honi soit qui mal y pense."

Sea-bathing.

The sandy shore was interrupted at a point near the site of the Clarence Dock by a low, shelving promontory, covered at high water, called the Mile House rocks, on which many a gallant ship has gone to pieces in days gone by. The shore was lined in one part by a row of fishermen's cottages; in another

Mile House rocks.

CHAP. II.

stood an ancient hostelry of considerable antiquity, with mullioned windows and ornamental gables. This was occupied for some time by a Dutchman named Vandries, who gave his name to the house, which is commemorated in the nomenclature of the adjoining street. There were several other taverns, to each of them a spacious bowling-green being attached, and in some cases a wooden cabin overlooking the sea, where the customers could sit and smoke and enjoy the prospect.

Vandrics.

Windmills.

Along the margin at intervals occurred four or five windmills, advantageously situated for catching the western breezes. The remains of one of these windmills are still in existence, at the bottom of Formby Street, converted into a tavern, called "The Rotunda." Most of these erections were situated so inconveniently near the advancing tide at high water as to indicate that the sea had been gradually making inroads on the land. This idea was further strengthened by the existence of a submarine forest, called "Wycherley Wood," consisting of a large number of stumps of trees, principally oak, standing *in situ*, and covered with the water at every tide.

Submarine forest.

About the end of the eighteenth century several streets were laid out near the margin of the river—Hill Street, Neptune Street, etc.—but very little building took place for some years, the only erections being a few lodging-houses for the bathing visitors. About 1827, after the completion of Prince's Dock and the prospective extension of the dock works northwards, speculative building commenced, and was continued with more or less activity as the dock system progressed northwards. Stewart Street was so called from the name of the builder. Oil Street took its name from the oil-crushing establishment of Messrs. Earles and Carter. This was originally a slitting-mill, erected about the end of the last century, and converted into an oil-mill about 1810. Porter Street was named after Mr. T. C. Porter, mayor in 1827-8, who had a white-lead manufactory in Mill Lane, now a continuation of Great Howard Street. These streets and buildings have been recently removed to make way for the extension of the London and North-Western Goods Station.

Building northward.

Love Lane.

Love Lane has already been mentioned. It was a pretty rural road, leading northward into the fields, and so continued until about 1825, when its quiet was first encroached upon by the erection of dwellings. The turn into Great Howard Street at the south end was first built on and took the name of Chadwick Street from the proprietor of lime-kilns in the immediate neigh-

bourhood. Between this and the canal formerly stood Pickup's windmill, with a pretty garden attached, overlooking the canal bank. About 1832 a church, dedicated to St. Matthias the Apostle, was erected at the corner of Chadwick Street and Love Lane, principally through the exertions of the Rev. Augustus Campbell, then joint rector of Liverpool. The construction of the Liverpool and Bury Railway, commenced in 1846, necessitated the removal of this structure. A new church was accordingly erected, under the same name, on the west side of Great Howard Street, between Vulcan and Porter Streets. It is a neat Gothic structure, designed by Mr. Arthur Holme, and built in red stone, with a tower and spire. Whilst this was proceeding the old church accidentally took fire and was completely destroyed on April 10, 1848. The site is now absorbed into the Lancashire and Yorkshire Railway station.

St. Matthias' Church.

After the completion of the Prince's Dock, in 1821, and the preparation for docks further northward, by carrying out embankments into the river, the old shore road took the name of Waterloo Road. Previous to this a new road, called Regent Road, was constructed by the Corporation, commencing at the bottom of Regent Street, in continuation of Waterloo Road, and passing across the promontory formed by the Mile House rocks, coming out upon the shore at the Mile-end Mill, still existing at the turn of the road opposite the Nelson Dock. When the Clarence Dock was opened in 1830, for the rapidly increasing steam trade, large depôts were erected by the City of Dublin Steam Packet Company, the St. George's Company, and others, and boiler and steam-engine works began to spring up in the neighbourhood. Dublin Street was named after the steam-packet company, and Williams Street after its energetic manager, Mr. Charles Wye Williams. Carlton Street was called after a leading member of the direction. Dixon Street was so named after Mr. Dixon, of the firm of Mather, Dixon, and Co., who established a large foundry hard by. From that time the dock system has advanced northwards with steady progress, accompanied *pari passu* with the extension of building. Another and most important element has been the introduction of the railways at the north end. The first stone of the Liverpool and Bury (now the Lancashire and Yorkshire Railway) was laid on August 20, 1846, and from that time forward there has been a constant aggregation of lines, stations, viaducts, and warehouses, which have swelled out to gigantic dimensions, and give promise of

Waterloo Road.

Regent Road.

Railway.

CHAP. II.

Mr. Leigh's land.

still further increase. I have mentioned elsewhere that at the close of the eighteenth century Mr. John Leigh, an attorney in Liverpool, and a member of the Town-Council, made very extensive purchases of land round the town, and especially in the northern districts, to such a degree as greatly to cripple his resources. That he had a keen foresight beyond most of his contemporaries into the coming greatness of Liverpool there can be no doubt, but the actuality far exceeded his most sanguine anticipations. The railway demands formed an element altogether outside of his calculations, however shrewd. He did not live to realise the result of his speculations, and his son, Mr. John Shaw Leigh, had to struggle for many years; but at length the tide came

Which taken at the flood led up to fortune.

The first purchase, for the Liverpool and Bury line, took land from Mr. Leigh to the amount of £250,000, and enhanced materially the value of the other portions which have since come into the market for commercial purposes, extensions of the railways, and general use, opening a mine of wealth to the fortunate proprietor.

Progress of building.

By the year 1851 the docks had been completed as far as the boundary of the old borough and beyond; and the locality between the docks and the Leeds and Liverpool Canal had been pretty nearly covered with building, with the exception of those portions purchased and reserved by the Dock Board for future use. The great features of the quarter are the docks, the railways and stations, the manufacturing establishments, and the warehouses. The docks I have treated of in a separate chapter.

Railway stations.

The railway accommodation has for many years been panting behind the wants of commerce and never able to overtake them. The Lancashire and Yorkshire line was the first to penetrate the district, which it cuts through at a high level as far as the Exchange station for passengers. The goods stations of this company are very extensive. On the east side of Great Howard Street the station occupies nine acres, including the site of the old Borough Gaol. Between Regent Road and Great Howard Street another station covers seventeen acres, besides a branch to a high level, with coal-shipping staiths, along the east end of the Wellington and Bramley-Moore Docks. East of the canal, at the Southport Junction, there are also extensive stations and works.

The London and North-Western Waterloo Station covers eight acres between Waterloo Road and Great Howard Street, communicating by the Victoria Tunnel with the main line at Edgehill. The Regent Road Station covers seven acres, besides nine acres of land for future extension. This is approached by a branch running round the north-eastern suburbs to the main line at Edgehill. A new station occupying twenty-two acres is about to be constructed at Bootle. London and North-Western Railway.

Concurrently with dock and railway extension, warehouses for the reception of imported produce have arisen to a great extent in this neighbourhood. These are principally developed in Waterloo Road and the streets leading therefrom, and along both sides of Love Lane. Manufacturing industry also prevails to a considerable degree, in the form of gas-works, engine and boiler works, corn and rice mills, oil mill, saw mills, etc. Warehouses. Manufactures.

The population, as might naturally be expected, is exclusively of the artisan class, squeezed in amongst the commercial buildings wherever space could be found. A considerable proportion are Irish. There is not a large amount of squalid poverty: generally speaking the inhabitants are in the receipt of good wages, being principally connected with the docks and the shipping interest; but most of the habitations were erected in the pre-sanitary period, and are huddled up in confined courts and alleys, prejudicial to the free circulation of air, and hostile to decency and refinement. The church accommodation is very limited, consisting of three churches only, St. Augustine's (Roman Catholic), Great Howard Street; St. Albans (Roman Catholic), Athol Street; and St. Matthias's (Church of England), Great Howard Street. The only public institution is the Northern Hospital, in Great Howard Street. Population. Churches.

As a whole the district under consideration, lying between the Canal and the docks from east to west, and extending from Tithebarn Street northwards to the boundary of the old borough, has a very marked and decided character. It is Liverpool intensified, in its commerce, its manufactures, its prosperity, and its neglect of every pursuit beyond the mere means of existence. It is true this is not the case with all Liverpool. There are elsewhere aspirations after the "true and the beautiful," but in this quarter all remains earthy, commercial, and prosaic. "Sweetness and light" have scarcely penetrated the hard enveloping crust of surrounding associations. Let us hope a time will come when the intellectual torpor will be thawed, and General character.

CHAP. II.

knowledge and culture penetrate the industrial masses who here contribute so largely to the progress and prosperity of the port.

Progress.

The completion of the Huskisson Dock in 1852 and the Canada Dock in 1859, drew forward the business and population northward. Beacon's Gutter, the ancient boundary, the rubicon of Liverpool, was soon overleaped, and building rapidly pushed on through the township of Kirkdale, and created a new town and borough in Bootle. A portion of this I have treated of in another chapter. The rapidity of this progress is almost unexampled. In 1825, with some trifling exceptions, all beyond the Prince's Dock was open shore westward, and green fields eastward. An enterprising Liverpool youth leaving home, as many have done, for the east, and returning after forty-five years' absence, would have found, in 1870, such a metamorphosis as is seldom met with, except in the United States. The rural glades in which he had disported, the quiet shore where he had got a view of the distant town and watched the sun set far away in the ocean, he would search for in vain. In their stead he would find forests of masts, mile upon mile of dock walls and quays, labyrinths of densely crowded streets resounding with the clink of the hammer and the busy hum of active industry, a population

> as bees
> In spring-time, when the sun with Taurus rides,
> Pour forth their populous youth about the hive,
> In clusters.

Let us hope that on the whole he would find the sum of human happiness increased, and some impulse given to the great ultimate result of the designs of Providence.

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CHAPTER III.

CHAPEL STREET AND TITHEBARN STREET, NORTHWARD.

CHAP. III.

WE will commence our survey at the bottom of Water Street.

The narrow lane called Prison Wient,[1] running along the west side of Tower Buildings, was originally the terrace flanking the walls of the old tower, up to the edge of which flowed the tide. Prison Wient.

The waste between the tower and the shore was called "Salton's Rocks." In 1669 a portion of this was granted to Samuel Fazakerley, on which he erected some buildings. The remainder continued open ground down to the middle of the eighteenth century. At the end of this alley we pass through a gate and enter the churchyard of "Our Lady and St. Nicholas." St. Nicholas's Church. Let us pause a moment and look around. There is nothing very inviting in the aspect of the immediate surroundings. The Old churchyard. trees, whose umbrageous foliage once spread a grateful shade around, have long since disappeared. The quiet Sabbath calm which should distinguish the house of prayer has departed never to return. Even the names and years of the past generations here gathered to their fathers, are already for the most part illegible, and will ere long be entirely obliterated by the passing tread of the busy multitude. The churchyard is now in one part a crowded thoroughfare, and in another a lounge for the idle and unemployed, the roar of commerce rising up and surging round the enclosure as if grudging the small space left unappropriated to its all-devouring instincts. And yet, allowing all this and more which might be said, there are many thoughts of a deeply interesting character to a reflective mind, which are

[1] The term "Wient," applied to a narrow street or alley, is equivalent to the Scottish "Wynd," and is, I believe, in England peculiar to the county of Lancaster. It is probably derived from A.S. *Winden*, to wind or twist, from the tortuous crooked nature of such passages in general.

CHAP. III.

Old churchyard.

suggested by the church and its precincts. In any commercial town, but more especially in Liverpool, where the aspect of everything is modern, and where buildings, streets, and localities are undergoing perpetual change, it is extremely difficult to realise any connection with antiquity. The buildings which our fathers looked upon with such a familiar aspect, are things of the past. The houses where they dwelt have departed with their occupants; the streets where their daily life was spent, are pulled down, widened, or improved away. An impassable gulf seems to yawn between the ideas, thoughts, and feelings of even a few generations ago and the present time. We have no common measure, no mutual ground of identity. But the churchyard, "God's acre," as our ancestors, with a fine natural feeling of poetry, termed it, partially bridges over this chasm of separation, and preserves the continuity of the past with the present. The churchyard before us, shorn of its rural accessories, squalid, vulgarised, desecrated, is still a tangible inheritance of the past. For at least five hundred years, it has remained undisturbed, receiving the frail relics of humanity age after age, and now this duty being no longer required, it is still an enclosure protected from secular appropriation, contributing to the health and amenity of the town. Access to the riverside, once almost at the door of every inhabitant, has gradually become in the course of time so shut out and fenced off, that the churchyard of St. Nicholas is now the only open space from whence a glimpse of the salt water and of the country beyond can be seen. Even this is beginning to be grudged, and mutterings are heard of vast schemes of so-called improvement, which are to result in leaving the churchyard no longer an existence, except in the pages of such histories as this. My readers, I am sure, will devoutly join in the aspiration, "*A Dieu ne plaise.*"

St. Nicholas's church.

It has been common in the histories of Liverpool to assign to this church a degree of antiquity, which it would be found very difficult to substantiate. One authority says, "St. Nicholas's Church or Chapel, *it is conjectured*, was erected soon after the Conquest."[1] Another informs us that "the first mention of the Chapel of Our Lady, we find about the date of 1050, but *it is believed* to have been erected long previous to that period."[2] A third states that "the original Chapel of Our Lady is *supposed* to have been built at, or a little before

Chapel of Our Lady.

[1] Gore's *Annals.*

[2] Lacey's *Pictorial Handbook*, p. 252.

the Norman Conquest."[1] In the Binns collection there is a view, which is copied by Herdman, purporting to represent the church at the date of 1160. For none of these conjectures, suppositions, and beliefs, is there the slightest tittle of authority. Chapel of Our Lady.

Strong presumptive evidence of a negative character is found in the fact, that previous to the middle of the fourteenth century, no mention of or allusion to the chapel has been found in any document.

In the year 1288 Pope Nicholas IV. granted the tenths of all ecclesiastical benefices to King Edward I. for six years, towards defraying the expense of the Crusades. In 1291 a valuation was made of the benefices in the province of York. This was printed in 1802, and will be found in Gregson's *Fragments*, (app. p. 84). The Deanery of Warrington, in which Liverpool was situated, has all the churches mentioned, but none is noticed in Liverpool.

In 20 Edward II. (1327), on the Earldom of Lancaster passing into the hands of Henry, the son of Edmund Crouchback, a very rigid account was taken of all the public property in Liverpool. The burgage tenements, the castle, the market, the ferry, the windmills and watermills, the fair, etc., are all minutely described, but no reference whatever is made to any church or chapel.

The earliest records in which any mention is made of the chapel, are two documents, which surely ought to have set at rest all controversy as to its foundation. One is a commission, in the year 1361, issued by the Bishop of Lichfield and Coventry, in whose diocese Liverpool was then contained, for "the dedication of the Chapel of St. Nicholas and its cemetery;" and in the same year a licence was granted for the interment of the dead in the churchyard, in consequence of the great mortality arising from the plague, and the great distance of the parish cemetery at Walton, such licence only to continue until the following Christmas. Dedication. Licence to inter.

Now if the chapel had been an ancient foundation, why should it have been—not merely consecrated—but *dedicated* at that date, or even supposing the chapel to have been re-built and re-dedication necessary, why should the churchyard require re-dedication? Again, it is inconceivable that, if the chapel and the yard surrounding it had been in existence for hundreds of years, the inhabitants should not have used it as a place of

[1] Herdman's *Ancient Liverpool*, pp. 1–31.

CHAP. III.

interment. What else was it for? But supposing it to be newly constructed, it is quite intelligible that some difficulty might arise in dealing with the vested interests of the priest at Walton.

Richard de Aynesargh.

William Fitz-adam.

Liverpool appears at this date to have had an impulse communicated to it from some source. The names of Richard de Aynesargh, several times mayor between 1356 and 1380, and of William the son of Adam, or William Adamson, as we should now call him, mayor in 1378, appear in several deeds for the transfer of property about this time. They with others, also take leases of the fee farm crown rents for several terms between 1354 and 1374. The town seems to have been thriving and prosperous.

First mention of Mayor.

Grants to the Chapel.

We now come to the second document, though first in point of time. This is important for another reason, being the first mention made of a mayor of Liverpool. It is a licence from the king, dated May 19, 1356, authorising Richard de Aynesargh, Mayor of Liverpool, to acquire £10 of land belonging to the Duke of Lancaster, and to give and assign the said land notwithstanding the statute of Mortmain, to perform divine service every day in the Chapel of the Blessed Virgin Mary and St. Nicholas at Liverpool. Assuming the chapel to be a new erection, this arrangement seems a very natural one for its endowment. Previous to this date we have no records whatever of the chapel, but subsequently the references became numerous. Thus, in 1378, Hugo Botyll or Bootle, vicar of Pochu, County Gloucester, granted one mark to the Chapel of St. Nicholas, and ten shillings to St. Mary's, Walton. In 17 Richard II. (1394), a return was made of the estates of John of Gaunt, Duke of Lancaster, within the county, by which it appeared that his rents in the borough of Liverpool were chargeable with twelve shillings a year to the chapel at Liverpool.

William Adamson.

In the will of William Adamson, or Fitz-adam, who is mentioned above, dated 1380, the testator directs his body to be buried "in the Chapel of Lyverpull before the white image of the Virgin, which is my perpetual place of burial. I leave to every priest in the Chapel of Lyverpull 4d." In confirmation of the date here ascribed to the erection, it may be added that the earliest endowment recorded is the chantry of the high altar, founded by Henry, first Duke of Lancaster, who died in 1361.

Foundations are also recorded by John of Gaunt, Duke of Lancaster, the Crosses of Crosse Hall, and others.

Foundations.

The earliest views of the church exhibit the style of architecture prevalent at the end of the fourteenth century—the third pointed or perpendicular, having a square west end tower.

None of the existing views present any appearance of a clerestory, but from a sketch in Chadwick's map of 1725 and from other sources, there can be no doubt that the church had three aisles.

Dissolution.

At the period of the dissolution of the monasteries, the Chapel of Our Lady and St. Nicholas was too poor to suffer much from spoliation; sacrilegious hands, however, were laid on the little there was dedicated to pious uses. The king's commissioners reported that there were four chantries existing, viz. those of the High Altar—of St. Nicholas—of St. John—and of St. Katherine. Each of these had a priest attached, to celebrate masses for the souls of the founders. The total revenues of these chantries amounted to £23 : 0 : 11 per annum, besides the maintenance of the priests, estimated at £16, derived from quit rents and property, amongst which were four burgage tenements, four cottages and twenty-eight acres of land. This income would be equivalent to about £585 at the present time. The ornaments belonging to the chantries were valued at forty-five shillings, besides twenty-eight ounces of plate, in chalices, etc. Connected with the chantry of St. Katherine, founded by John Crosse, there was a provision made "to distribute att the yearly obiit iijs. iiijd. to poore people, and alsoe to keepe a school of grammer free for all childrenn bearing the name of Crosse, and poore childrenn," which, the commissioners remark, "is not observed accordingly."

Chantries.

Grammar school.

The chantry revenues were thus disposed of

To the Incumbent Minister . . .	£4	15	5
To the Curate of West Derby . . .	3	6	8
To the Steward of the Hundred . . .	5	0	0
To the Constable of the Castle . . .	6	13	4
To the Master of the Grammar School .	5	13	4

This latter sum was vested in the Corporation, and continued to be paid down to the decease of the last master, Mr. Baines, who died about the year 1803. The grammar school was then discontinued, but subsequently, probably owing to some tradition

CHAP. III.

of the existence of the endowment, the Corporation established schools in the north and south districts of the town, which were conducted with remarkable success for many years, and eventually transferred to the School Board.

School-house.

The original school-house, probably erected before the Reformation, stood in the churchyard. It is described by Blome in 1673, as "a great piece of antiquity, formerly a chapel, now a free school; at the west end thereof, next the river, stood the statue of St. Nicholas, long since defaced and gone." St. Nicholas, it must be remembered, was the patron saint of mariners.

The school-house was taken down about 1720, when the school was removed to a small building in School Lane, erected in 1708 as the first site of the Blue Coat Hospital. After the new Blue School was built in 1717, the original schoolroom was let to the Corporation at £7 per annum, which continued to be paid until 1806-7, when the site was required for the extension of the hospital.

Chantry rents.

Notwithstanding the appropriation of the chantry rents mentioned above, which appears to have been only temporary, they remained vested in the Crown for a long time after the dissolution. In 1564 Queen Elizabeth made a grant out of these rents of £4 : 17 : 5 per annum, to the minister of the chapel, and confirmed the former grant of £5 : 13 : 4 to the schoolmaster.

Sale. A.D. 1608.

In 1608 these chantry rents were finally sold. A list of the purchases and the prices paid is given in Gregson's Fragments, certified by John Hockenhall, mayor in 1610. This list comprises many of the old Liverpool family names, the Secomes, Johnsons, Moores, Crosses, Tarletons, Lurtings, Bixteths, etc.

In 1541 all the inhabitants were required to assist in repairing the church. At this time service was performed daily. The clergyman was elected by the burgesses in Common Hall, and at one period was only engaged during pleasure. He was paid partly by a rate, partly by the Crown out of the confiscated chantry rents, and partly by an allowance from the Molyneux family.

In 1572 the road or terrace from Water Street along the west side of the Tower, now Prison Wicnt, was completed and faced with stone.

In 1590, on a visitation, notes were made of the armorial bearings in the church windows. Amongst others were those of the families of Stanley, Molyneux, Moore, Crosse, Latham, Gerard, Norris, Turbock, etc.

In 1598 there occurs a grant from the Corporation of £4, to the parson for his charges bestowed on the stone house (qy., schoolhouse) in the churchyard.

Presentment. A.D. 1593.

In 1593 a presentment was made by the Grand Jury against the incumbent for cutting down "the greate thorne in the church yarde without leave or licence," for which he was fined 6d.[1] The tower was first furnished with bells in 1628. The first peal of four is reported to have been brought from Drogheda.

Bells.

On February 23, 1681, a grant was made by the Bishop of Chester to the Mayor and Corporation, of liberty to erect a gallery at the west end. This was disposed of to Richard Percival. In 1721 it was conveyed by Sarah Gaskell, his daughter, to John Scarisbrick for £33. In 1752 it was again sold to Edward Pain for £71, and in 1794 conveyed to W. Hesketh for £110.

In 1683 a grant was made to John Travers, whitesmith, of a seat in the north-west end of the gallery, in length 12 feet, and in breadth 3 feet, for ever, for £2 : 10s., to be paid the churchwardens.

In 1684 an organ was first provided.

Orders of precedence.

In 1685, disputes having arisen respecting the appropriation of the seats, a mandate was procured from the bishop, setting forth the order of precedence as follows: "That no person under the degree of an alderman shall sit in the alderman's seats, without license from Mr. Mayor and the chapel wardens. That none under the degree of an alderman's wife shall sit in the seat next unto the aldermen without such license; that none under the degree of a bailliff's peer shall sit in the ballive's seat, etc. That none but bailliffs' wives and widows shall sit in the seats next the aldermen's wives, etc. That none but housekeepers shall sit in the seat on the north side, betwixt the pulpit and the north door, who are to be seated according to their quality and age. That none but the wives and widows of housekeepers shall sit in the seat betwixt the bailiffs' wives and the font, nor in the seats on the south side under the gallery. That all apprentices and servants shall sit or stand in the alleys according to ancient custom." Truly the chapel-

[1] In 1612, "The grand jury agree that the clerk of the church shall weare his surplus, and read the first chapter in the body of the churche, and lykewise shall cause his haire to be cut of a comly and seemely length, in sutch decent manner as best befitteth a man in his place."

CHAP. III.

wardens must have had an uneasy time of it every Sunday to place the ladies according to "their quality and age."

Decoration. A.D. 1688.

In 1688 the ceiling, which was boarded, was ordered to be painted and starred and laid in oil, at the cost of the Corporation.

Churchyard enclosed.

In 1690 the churchyard was first enclosed with a wall on the east and south sides. Notwithstanding the additional gallery, the church now became too small for the increasing population. St. Peter's was built in 1704, and St. George's was in prospect, but we read:—"At a vestry held May 19th, 1718, according to a decree of the Consistory Court for building an addition to the present out aile, agreed that an addition be made, and that the same be carried on jointly with Sir Thomas Johnson and Madam Willis and the rest of the present proprietors of the out aile, and that the Corporation should undertake the building of such addition out of the £300 which the Corporation agreed to advance towards the building of rector's houses, pursuant to Act of Parliament for making this town a parish (*vide Sup.* p. 8). In consideration of this the Rectors agreed to provide houses for themselves. The rents of the new pews were to be applied in aid of procuring each rector a curate. *N.B.*—the two first rectors were bachelors.

New peal.

In 1725 a new peal of six bells was procured from a foundry in Bristol, the old ones being most probably recast. The weight of the tenor was 15 cwt. 1 qr. 12 lbs.

In 1727 the tithes were ordered to be let to the highest bidder. If they did not bring £50, the deficiency to be made good out of the town ley.

In 1734 the tithes had fallen to £10, and not long after they became so trifling as not to be worth collecting.

Spire.

There is an entry in the parish books under date of September 11, 1745: "It is ordered by this vestry that a spire shall be built on the tower of the parochial chapel of St. Nicholas, and that a plan thereof be in the mean time drawn by Mr. Thomas See, and proposals for building it be delivered in to the present churchwardens, Messrs. Hugh Ball and Samuel Seel, who are to lay them before the next meeting of the vestry." On April 1, 1746, a contract was made with Messrs. Sephton and Smith to complete the spire according to the design, for £310, besides £22 : 1 : 6 for chipping the old tower.[1]

[1] This gave rise to a distich as follows:—

"Old church, new steeple,
Poor Liverpool, proud people."

In 1749 the churchyard was extended westward by the addition of the part on the lower level. This was consecrated in 1752. In 1759, owing to the depredations committed on the commerce of the port by the French rover "M. Thurôt," the town took the alarm and prepared for defence by planting a fourteen gun battery on this ground.[1] It is stated, but I know not on what authority, that this ground, though forming part of the churchyard, was occasionally used for the noble sport of bull-baiting, a very favourite amusement in Liverpool in the middle of the eighteenth century.

Churchyard extended.

Battery.

In 1764 a new organ having been obtained, the old one was presented to the Blue School, where it still remains.

In 1774 the body of the church was taken down and rebuilt under the direction of Mr. Joseph Brooks, grandfather of Archdeacon Brooks. Gothic architecture, or what passed under that name, was at this period in the lowest stage of degradation, and the present structure is no exception to the general rule. The design is of that peculiar species of pseudo-Gothic invented or brought into note about the commencement of the century by Batty Langley, whose name has become a by-word for this class of abortions.

Rebuilding.

I have described in a former chapter[2] the lamentable occurrence of February 11, 1810, when the spire was precipitated into the church. The cause of the accident was patent. A spire had been injudiciously erected on the walls of the old tower, which had not been designed to support the weight, and in addition to this a peal of heavy bells had been suspended in the tower, the vibration from the ringing of which, by degrees, loosened the cohesion of the materials. As far back as 1789, danger had been apprehended, when a survey was made and repairs effected, costing £20.

Fall of spire.

The present tower and lantern were completed in 1815 from the designs of Mr. Thomas Harrison of Chester. Taken as a whole, though fault might be found with some of the details, it is a noble and dignified composition. The lantern is peculiarly light, elegant, and original, and will bear comparison with any similar structure. The height to the top of the lantern is 120 feet. The cost of the erection was £22,000.

New tower.

The splendid peal of twelve bells now in the tower, were cast in 1813 by William Dobson of Downham, Norfolk. They are in the key of C, the weight of the tenor being 41 cwt. The

Bells.

[1] *Vide Sup.* vol. i. p. 189.

[2] Vol. i. p. 290.

CHAP. III.

Bells.

peal was opened on June 4, 1814, by fourteen members of the Birmingham and Sheffield societies of change ringers, with a set of 3000 grandsire cinques.

The inscriptions on the bells are as follows:

1. No inscription.
2. Give no offence to the Church.
3. My voice I'll raise the Lord to praise.
4. W. Dobson, fecit, Downham, Norfolk, 1813.
5. Cast by W. Dobson, of Downham, Norfolk, A.D. 1813.
6. Our voices shall with joy resound.
7. Prosperity to this town. W. Dobson, fecit, 1813.
8. My song shall always be of the loving kindness of the Lord.
9. I will give thanks unto the Lord.
10. Blessed is he that tempereth mercy with justice.
    Samuel Staniforth, Esq., mayor.
    Thomas Hinde and Thomas Case, bailiffs.
11. George Nelson and John Carter, churchwardens.
    John Swainson and Charles Clements, junior sidesmen.
    Antony Black and John Aldersey, overseers.
12. May all that go to the silent tomb
    Be crowned with glory in the world to come.

It must be admitted that neither poetry nor imagination have had much to do with the concoction of these inscriptions. Be this as it may, it is a glorious peal, fully fit to compare with

> The bells of Shandon
> That sound so grand on
> The pleasant waters of the river Lee.

From the margin of the estuary on a calm evening, or on a pleasant Sunday morning with a gentle breeze from the east, their liquid sound diffuses itself over the waters, gradually softening and melting into a dying fall of the richest description.

Monuments.

There are a few good monuments in the church; one to William Clayton, who represented the town in six parliaments, another to Bryan Blundell, the founder of the Blue Coat Hospital. Two of the more modern monuments are by John Gibson, of whom I shall have to speak hereafter.

A brass plate in the south aisle records the memory of Thomas Atherton, bailiff in 1668 (the mayoralty of Lord Strange). The following quaint and somewhat turgid epitaph

records his virtues, which seem almost too transcendant for this work-a-day world :

Reader, stand off ! he that too high appears,
This monument will melt him into tears ;
For know within this hollow vault doth lie,
A splendid emblem of mortalitie.
One so exact and so divinely good,
His worth by mortals was not understood,
Wherefore the case is kept within this stone,
To show the jewel is to heaven flown.
Who, while he lived was known no friend to strife,
But ever was indulgent to his wife.
Good to his neighbours, and unto his end,
A constant lover of his cordial friend.
In heavenly quire he now is gone to sing,
Anthems of praise to his celestial king,
Where angels do rejoice to sing his worth,
While his great loss is mourned here on earth.

The crowning virtue of this worthy seems to consist in the fact that "he ever was indulgent to his wife," a qualification which will hand down his memory in grateful remembrance by the fair sex.

Previous to the catastrophe of 1810, an ancient octagonal font stood in the church, bearing the following inscription : Font.

Nemo potest cœlum, sed Christo marmore fontis nostri scandere.

Round the base was inscribed :

Sit tibi introitu honor esse ovem Christo renovatam. PETER LURTING, mayor,[1] 1644.

From the extant descriptions, the font must have been of much more ancient date than the inscription.

In the churchyard very few inscriptions on the tombs are now legible. The custom formerly existing in this part of Lancashire of laying the tombstones flat on the ground has operated by damp and wear to obliterate the records. Two or three alone are worthy of notice. One tombstone, dated 1727, commemorates the decease of Captain Robert Broadneux, who died at the age of 109 years. He was born in 1617, was a Tombstones.

[1] There is some mistake here. Peter Lurting was mayor in 1663, to which date it is much more probable that the inscription belonged.

CHAP. III.

Tomb-stones.

lieutenant in the reign of Charles I.; was captain of horse, and gentleman of the bed-chamber to Oliver Cromwell; lieutenant-colonel under William III. He retained his memory to the last, and died January 27, 1727. At the age of 83, being attacked by a sickness which he apprehended would end fatally, he caused his coffin to be made, and after his recovery, slept in it nightly for six and twenty years to the time of his death.

Another to the memory of Richard Blore 1789, moralises as follows:

> This town's a corporation full of crooked streets,
> Death is the market-place where all men meets,
> If life was merchandise that men could buy,
> The rich would always live, the poor would die.

The following commemorates the unfortunate fate of the captain of a Welsh coaster, and is a fine specimen of the figure of speech called "bathos":

> In the morning I rose aright,
> And pursued my business until night;
> Returning to my vessel's stock,
> Death plunged me into the Salthouse Dock.

Merchants' Coffee-house.

Before leaving the churchyard, I would call attention to the tavern at the south-west corner, with a doorway opening upon the churchyard, called the Merchants' Coffee-house. It was erected about the middle of the eighteenth century, at the time of the extension of the churchyard, and was for many years the great resort of the commercial community, the large room entering from the churchyard commanding a fine view of the river. The advertisements of the latter half of the eighteenth century show that it was the principal place for auction sales of property and ships.

I have already mentioned that the churchyard was first enclosed in the year 1690. About that time it is probable that houses began to be built round the enclosure. The old timbered house at the north-east corner, taken down about 1850, called Church Stile House, had existed before the enclosure, having been in the occupation of Captain Edward Tarleton, who was mayor in 1682. The first houses were of the quaint gabled character, as may be seen in old prints of the church. To these succeeded buildings of a superior class. The neighbourhood

Church Stile House.

Buildings.

was quiet, agreeable, and open, and was for many years rather a favourite place of residence. Mr. William Pole, mayor in 1778, and Mr. Charles Goore, mayor in 1754, resided here.

At a much later period, indeed almost down to the destruction of the houses, there resided on the south side of the churchyard a well-known and most estimable character, Mr. James Bunnell, accountant, a man of varied acquirements and an excellent companion. His neat quaint residence, where he occasionally gave *recherché* little dinners, was much resorted to by some of the old-fashioned *habitués* of the Exchange. His portrait carved in stone may be seen on one of the key stones of Tower Buildings just over the spot where his house stood.

James Bunnell.

Mr. Pole's residence, at the south-east angle, was converted into an inn, long known as "Horne's Mersey Hotel," celebrated for its turtle, and much frequented by passengers from America, in the days before the Atlantic had been bridged by steam.

Mersey Hotel.

These are all things of the past. The hotel and houses were swept away about 1845, and their place supplied by piles of offices.

We will now quit the precincts of the old church. Departing by the north side, an entrance gateway will be seen surmounted by a Gothic arch. This is a standing memorial of the doings of Mr. Churchwarden Dennison in 1817, as recorded in the previous pages.[1] The arch long went by the name of "Dennison's Gateway." Previous to the erection of this arch there existed a long narrow flight of steps from the churchyard, adjoining which on the east stood an ancient tavern called "Hindes," between the tower and the street. This was removed in 1815.

Gothic arch.

Near the foot of Chapel Street on the strand of the river, stood the "Mardyke" fort, which is frequently alluded to in documents of the seventeenth century. It formed an outwork at the time of the civil war, and is shown in the view taken in 1680, given in Herdman and elsewhere.

Mardyke fort.

The earliest mention of Chapel Street is in a deed bearing date 43 Edward III. (1370), by which John de Formby mortgages one-half of a burgage tenement in "le Chapel Strete" to John Amoryson of Wigan, for seventeen pounds of silver; Richard de Aynesargh, mayor in 1377, and William Adamson, mayor in 1378, with others, are witnesses.

Chapel Street.

[1] Vol. i. p. 339.

CHAP. III.

Moore Rental.

The street became built upon at an early period. In the Moore Rental we have nine tenements described, of which Moore was the freeholder.

At the time of the Chorley Survey in 1688 the property in Chapel Street appears to have been amongst the most valuable, the rents quoted being the highest. A house and warehouse (one bay) is valued at £16 per annum, being the highest, and the lowest rent, £6.

Several houses of very antique character remained standing to a recent period. Herdman gives a view taken in 1797, which presents a curious medley of mediæval remains and modern mansions, with warehouses interspersed. It was rather

Inhabitants.

a favourite street for the mercantile class, in the days when the merchant conducted his business on the premises where he resided. Mr. William Hesketh, mayor in 1783; Mr. Lawrence Spencer, mayor in 1759, and Dr. Thomas Houlston, a physician of some eminence in the last century, resided in this street.[1]

Lancelot's Hey.

The only outlet from Chapel Street on the north side is Lancelot's Hey. This derives its name from one Thomas Lancelot, a lessee of Moore's at the time the rent-roll was drawn up, and who is described as "a drunken idle fellow; to this house he hath a fine large croft on the back side." Through this croft the street was afterwards carried which commemorates his

Fisheries.

name. There also belonged to this house fish guards or stakes, and a free fishing, which Moore says his ancestors had enjoyed above four hundred years, and which maintained the family with fish three days a week. The name "Hey," applied to this and several other Liverpool streets, is peculiar, and simply implies the field or enclosure through which the street was carried. Some picturesque old cottages, part of the original structures in the street, were cleared away about 1832. Two or three rather

Mansions.

imposing mansions formerly stood in Lancelot's Hey; one of them, much admired for the beauty of its brickwork, was the residence of Mr. John Williamson, mayor in 1761, who afterwards erected Roby Hall; one of his daughters was married to General Gascoyne, so long member for Liverpool, and another to Mr. John Dent, M.P. for Lancaster during several parliaments. The house was afterwards occupied by the Rev. H. Roughsedge, one of the rectors.

[1] He was the author of several medical works, principally on mercury, mineral poisons, and hydrophobia. He was also the discoverer of the mineral spring in St. James' Quarry.

The cattle-market was held in Chapel Street as early as 1571. A relic of this continued to exist down to modern times in the pig-market, which was held on the site of the present Rumford Place, until removed to Great Howard Street about 1840, and subsequently discontinued. Cattle market.

The south side of Chapel Street was honey-combed with a labyrinth of courts and alleys, communicating by narrow tortuous passages with High Street and Water Street. Amongst these were Johnson's Alley, Pemberton's Alley and Fewter's Wynt. A characteristic view of the latter is given in Herdman's second volume. Courts and alleys.

A large portion of these were cleared away for the erection of the Exchange Buildings in 1803. Another considerable part was removed about 1824 to make room for the Sessions House, which formerly stood fronting Fenwick and Chapel Streets. This was a large building of hewn stone, containing two court rooms with the necessary concomitants. Though not a very sightly architectural design, it was commodious and central for its purposes. After the assizes were removed to Liverpool in 1835, the courts were held in this building. Complaints soon began to be made on all hands of the inadequacy and inconvenience of the accommodation afforded, which ultimately led to the erection of the Law Courts at St. George's Hall. Whether any improvement in the arrangements has thereby resulted, is a question on which there is considerable difference of opinion. After remaining for about forty years, the Sessions House was sold to the New Exchange Company and taken down in 1865; its site being occupied by the west wing of the new building. Sessions House.

Chapel Street has undergone the process of improvement at several different periods.

About 1775 the parasitical buildings adjoining the church were removed. Rumford Street was opened about the time of the erection of the Exchange Buildings. Under an Act of Parliament obtained in the year 1820, Chapel Street was widened and the alignment straightened. The progress of commerce has led to the conversion of the property first into warehouses, and subsequently into offices. Probably no locality in the town, or in any other town, has experienced so rapid and extraordinary a rise in value as the property in Chapel Street; sites which within no very lengthened period would have been dear at £5 per square yard, having readily found purchasers at £50. Richmond Buildings on the north side and Hargreaves Buildings on Improvements.

CHAP. III.

the south were erected in 1861 for Sir William Brown, Bart., from the designs of Mr. J. A. Picton.

Tithebarn Street.

Proceeding in a direct line eastward, passing the site of the old "White Cross," we enter Tithebarn Street, one of the most ancient thoroughfares of Liverpool. It was originally the northern entrance to the town, since superseded by the opening of Byrom Street and Scotland Road. It was anciently called Moore Street, from the family of that name, the principal proprietors of land in the neighbourhood. The first mention of the street is in a deed dated 1304, whereby Adam, the son of Ranulf of Lyverpull, conveys to Richard de Mapelduram two bovates of land in the field called Dalefield, *juxta viam regalem*, also a burgage in the *Morstrete* between the tenement of Roger, son of Erkenild, and the tenements of John de Mora. The change of name came about in this wise. The living and tithes of the parish of Walton were purchased in the reign of Edward IV. from the Abbey of Shrewsbury, by the Molyneuxs of Sefton. In 15 Henry VIII. (1524), Sir William Molyneux, wishing to build a tithe barn for the produce received in Liverpool and Kirkdale, covenanted with the Corporation for the purchase of a piece of land lying near the More Green; on which "he, the aforesaid Sir William Molyneux intends to build a certain barn (*officium*), to be held by the said Sir William Molyneux, his heirs and assigns, in fee farm for ever, paying yearly to the aforesaid mayor and community of the aforesaid town, and to their successors, at the Feast of St. Michael, sixpence sterling, towards the reparation of the Chapel of St. Nicholas in Liverpool." This tithe barn being the principal edifice in the street leading thereto, naturally gave its name to the approach, which has so continued to the present day.

Change of name.

Tithe Barn.

Nine years after this date, we catch a glimpse of the street, which had not yet changed its name, in the return made of the king's rents in the year 1533, where we find the following entry:

King's Rents.

"Item, James Stanley, Esq., for halfe a burgage in Morre Streete of Wm. Morres vj*d*."

In a deed dated 1636 the name of Moor Street is still retained, but thirty years later, when the Moore rental was compiled, it had taken its present name, and we have very full particulars of the street at that date. One John Hacking, is described as "a very honest man," and is stated to have "belonging to him in this street, one house and a barn with a

John Hacking.

back side, a pretty croft, all which is worth about five pounds per annum. When this house, barn, and back side falls out of lease, then doth likewise fall out of lease a house called Hacking's House in the Dale Street, through the lower end of which I charge you with God's permission, make a street, which will run directly north through the croft belonging to this house and barn, and so will be a most convenient passage for a street from the Dale Street into the Tithebarn Street." This street was accordingly made in due time, and called by its present name of "Hackin's or Hacking's Hey." Hacking's Hey.

Another entry in this street gives an illustration of the manners of the period. "Henry Mason; a good honest poor man, but his wife is a most notorious w—— and wicked woman. She hath cursed me and mine without any cause, and much abused me, till I was glad to send her to the House of Correction; since which she hath been much better. She hath been once at Bridewell, twice carted, and *once ducked*." [1] Henry Mason.

Tithebarn Street in its primitive condition was tortuous, ill-built, and narrow; in some parts not more than fifteen feet in width. Some of the houses were rather picturesque in their appearance, as may be seen from a specimen given in Herdman's *Ancient Liverpool* (vol. i. p. 61). The street was widened under the Improvement Act of 1820, but no attempt was made to straighten the alignment, which has had subsequently to be improved at considerable expense. Improvements. A.D. 1820.

In proceeding eastward from Oldhall Street, the first opening on the left is a narrow avenue, now lined on both sides with lofty handsome offices recently erected. This avenue, called Silkhouse Lane, was formerly an antique-looking close, surrounded by quaint old-fashioned buildings, one portion of which, afterwards converted into cottages, was the original "Silk House." This silk manufactory, to which a high antiquity has been ascribed, is not shown in Eyes' map of 1725, nor in Chadwick's of the same date. It first appears in Eyes's of 1765. In 1766 it appears in the first directory, as carried on by Messrs. Thomas Hopkins and Co., Silk Throwsters. It Silk House.

[1] The ducking or cuck-stoole, was a remnant of the old water ordeal, common to all the Teutonic races. It was employed originally for the trial of many offences, but drifted into an instrument for the punishment of cuck-queans or scolds. Like the stocks, it once occupied a conspicuous position in every parish. The last record of it in Liverpool is an order for its repair in 1695. See vol. i. p. 217.

CHAP. III.

is continued in all the maps down to Horwoods of 1803, where the site is marked as cottages. I have not been able to trace its origin or history.

Bixteth Street.

Bixteth Street, formerly a narrow street of old-fashioned cottages, now occupied by stately offices, and forming one boundary of the railway station, was commenced before 1720, and named after Mr. Thomas Bicksteth, or Bickersteth, mayor in 1701.

A large area, formerly occupied by a dense population extending from Tithebarn Street northward to the canal, and from St. Paul's Square to Key Street, was obliterated by the station and line of the Lancashire and Yorkshire Railway, erected in 1850.

Railway station.

St. Matthew's Church.

On the west side of Key Street, a few yards from Tithebarn Street, formerly stood a structure, more venerable looking than beautiful, originally a Dissenting chapel, the history of which possesses some degree of interest. It was erected in 1706 by the Nonconformists representing the old English Presbyterians. The first minister was Mr. Christopher Basnett, rather a celebrated preacher in his day. A volume of sermons from his pen is one of the earliest books printed in Liverpool. One of the subsequent ministers was the Rev. John Yates, for many years widely known and respected in the locality, the father of Mr. Joseph Brooks Yates of Dingle Bank, Mr. James Yates, F.R.S., and others. In 1791 a new chapel having been built in Paradise Street, Key Street Chapel was sold to the Establishment and consecrated under the title of St. Matthew's Church. The purchase of this church by the Railway Company for the purposes of their station gave rise to a protracted litigation, the decision of which established an important principle, and forms one of the leading cases in inquiries of the same kind.[1]

Litigation.

The Rev. Dr. Hilcoat had purchased the last presentation, and was himself the incumbent. In addition to the erection of a new church in place of the old one, he made a claim to be paid for the churchyard at the price of commercial land. The matter was left to the decision of the Bishop of Chester and the Archbishop of York, but before the matter was settled, the former had been translated to the see of Canterbury. The decision of the church dignitaries not being satisfactory to the incumbent, he moved to set aside the award, in which he suc-

[1] Hilcoat *v.* the Archbishops of York and Canterbury, the principle of which has subsequently been set aside by a more recent decision.

ceeded, and the case went for trial to the Court of Queen's Bench, when a decision was finally given in favour of the claimant, the defendants, nominally the archbishops, but really the Railway Company, having to pay a considerable sum for the land of the churchyard, in addition to the provision of a new church.

Roman Catholic Church.

At the extremity of Bixteth Street, immediately adjoining the railway, stands St. Mary's Roman Catholic Church, the oldest site connected with the Catholics in Liverpool.

Before the middle of the eighteenth century the Catholics worshipped in a humble building, part of a warehouse up a gateway entering from Edmund Street. In 1746, during a riot in the town, this chapel was sacked and destroyed. It was subsequently re-erected on a larger scale, but from motives of prudence and for defence in case of need, it was only approachable by three covered gateways, and was entirely concealed by the surrounding houses. Originally it was established by the Jesuits. Between 1780 and 1790 the officiating priests were Messrs. Raymond Harris and John Price.

Raymond Harris.

The former of these gentlemen, a Spanish Jesuit, acquired considerable notoriety by the publication of a pamphlet in March 1788, entitled "Scriptural Researches on the licitness of the Slave Trade, showing its conformity with the principles of natural and revealed religion, delineated in the sacred writings of the Word of God;" by the Rev. Raymond Harris. To this pamphlet and its associations I have referred in the historical portion.[1] A difference having arisen between the two chaplains, Mr. Price withdrew to a small church erected for him in Sir Thomas's Buildings. After the decease of Mr. Harris the church in Lumber Street passed to the Order of Benedictines, who have since possessed it. The Rev. Thomas Fisher was for many years the chaplain, and was distinguished for his benevolence and unwearied activity in his ministrations amongst the poor.

Rebuilding.

The edifice was rebuilt by the late Augustus Welby Pugin, and is a very fair specimen both of his excellences and defects. It is severe and pure in style, but hard and angular in its outlines.

Ormond Street, etc.

Ormond Street, Bixteth Street, and George Street, the original features of which are now obliterated, formed a kind of Little Britain—a little world in itself—occupied by pilots, captains of traders, and other such amphibious races. The

[1] Vol. i. p. 225.

CHAP. III.

houses were small and the streets narrow, but an air of comfort and cleanliness, of drowsy quiet and careless independence pervaded the whole district, which it was pleasant to look upon.

Ship Tavern.

A small public-house, called the Ship, situated at the corner of Ormond and Bixteth Streets, formed the centre of attraction, with

> Its white-washed walls, its nicely sanded floor,
> The varnished clock that clicked behind the door.

But, alas!

> Low lies that house where nut-brown draughts inspired,
> Where grey-beard mirth and smiling toil retired.

"Pig and Whistle." Abraham Ward.

In George Street was situated the celebrated chop-house, the "Pig and Whistle," for many years kept by Abraham Ward, and subsequently by his sons to a date somewhat recent. For a juicy beefsteak grilled to a turn, and a glass of good old port to accompany, no house could be compared with it, and it was, therefore, much frequented by substantial men on 'Change and "nobby" cotton lords from Manchester. Abraham ruled his gastronomic dominions with a rod of iron, and occasionally was not over-civil to his customers. It is related that on one occasion a gentleman of high position, from Manchester, ventured to complain of something set before him, and was told very unceremoniously that he might go elsewhere and mend himself if he chose. He went away in dudgeon, resolved never again to darken the doors. Somehow or other, go where he would, he found nothing like the Pig and Whistle steaks: and at length, bottling up his pique, he sheepishly presented himself at his old hostelry. Abraham was standing in the entrance; and putting on an air of benevolent patronage, "Come in, Mr. ——," he cries, "come in. I'll not think any more of what's past."

At the corner of Prussia and Plumbe Streets, resided about the middle of the eighteenth century, George Stubbs the celebrated animal painter.[1] Here he pursued his studies, and prepared his work on the anatomy of the horse. His dissections were felt as a nuisance, and complained of by the neighbourhood. Peter Pindar (*Lyric Odes*, 1782). Thus alludes to him

> "'Tis said that nought so much the temper rubs
> Of that ingenious artist Mr. Stubbs
> As calling him a horse-painter—how strange
> That Stubbs the title would desire to change."

[1] See vol. i. p. 210.

Emerging again into Tithebarn Street, we continue our course eastward. We may notice in passing that Plumbe Street, the continuation northwards of Key Street, and Tempest Hey, a street on the south side of Tithebarn Street, commemorate the family of Plumbe Tempest. The Plumbes, of Plumbes Hall, Wavertree Road, and Aughton, were long possessed of considerable property about Liverpool. About the beginning of the last century, when the estates of the Moore family were sold, the Plumbes were extensive purchasers. At the beginning of this century they succeeded by marriage to the estates of Sir George Tempest, of Tong Hall, Yorkshire, and took the name of Plumbe Tempest. Plumbe Street.

The street called Moor Fields was part of the patrimony of the Moores, and is mentioned in the "Rental" as Moor Croft. It was originally a narrow, miserable alley, impassable for wheel carriages at the lower end, and was opened out to its present spacious width under the Improvement Act of 1820. Moor Fields.

The street called Pall Mall, forming with its continuation, Ray Street, a thoroughfare between Tithebarn Street and Leeds Street, is first shown on Perry's map of 1769—partially built. In 1787 a Welsh Calvinistic chapel was built at the corner of Prussia Street, enlarged and rebuilt in 1816.

On the east side of Pall Mall formerly stood the "Leather Hall," which was erected in 1804 by a Joint Stock Company. It was intended as a market for the leather trade and for the inspection of hides and skins under the Flaying Act. There was a market every Wednesday, and two annual fairs 15th March and 15th September. It was continued for the inspection down to 1833, when the business was removed to a building in Gill Street, erected for the purpose. Leather Hall.

The district north of Tithebarn Street, extending from Key Street to Vauxhall Road, was laid out for building in the latter half of the eighteenth century. Pownall Square was named after Mr. William Pownall, mayor in 1767, who died during his mayoralty. Early in the present century it was occupied as a market, and so continued for many years; but about 1849, for some unaccountable reason, the town-council thought fit to suppress it. The whole neighbourhood (metaphorically speaking) flew to arms. Indignation meetings were held; memorials and remonstrances were poured in; and, forced by pressure from without, the local magnates had to retrace their steps and restore the suspended privilege. Pownall Square.

CHAP. III.

Hargreaves' Brewery.

Pownall Square is bounded on the west by Highfield Street, and on the east by Smithfield Street. Between these two streets was, and is, the site of an extensive brewery, established by Mr. James Hargreaves about 1780. Having acquired an ample fortune, he wished to build himself a suitable dwelling, and could find no place so appropriate as the spot on which he had earned the means. Here, accordingly, in a crowded neighbourhood, with cottages clustering about, the noise of the engine clattering in his rear, and the smell of the hops and grains pervading the circumambient atmosphere, he erected a noble mansion, and lived in style, with horses, carriages, etc., as became his condition. It scarcely need be said that this state of things died with himself. The glory is departed: the house is divided into shops and dwellings, and the story is forgotten. His daughter became the wife of the Rev. Dr. Raffles, the well-known minister of Great George Street Congregational Church.

Cockspur Street.

Cockpit.

Chapel.

From Pownall Square, turning eastward, we enter Cockspur Street, a name sufficiently suggestive of its connection with a once fashionable means of diversion now—publicly, at least—prohibited. A cockpit on a somewhat large scale was erected here between 1785 and 1790. How long the building continued to be so occupied there is no record, but at the commencement of the present century it had been converted into a place of religious worship. During its short existence it probably ministered to the wants of as many denominations as any building on record, having been successively occupied by congregations of Scotch Presbyterians, Independents, Episcopalians, New Connection Methodists, Swedenborgians, Free Church of England, Baptists, Primitive Methodists, and the Christian Society. About 1839 the building was taken down and shops erected on the site.

Breweries.

The remaining portion of the district to Vauxhall Road was not built on to any extent up to the first quarter of the present century. Early in the century several large breweries (those of Mr. Hargreaves, Mr. H. Orme, and Messrs. Hornby and Co.) were here established. Only one now remains. The whole locality has become a dense mass of cottages and courts—not so remarkable as some others to be hereafter mentioned for absolute destitution, but so crowded as to be seriously injurious to health, and to render sanitary improvement extremely difficult.

Retracing our steps to Tithebarn Street, I may notice that the streets between Moorfields and Cheapside—Bachelor Street,

Orange Street (originally Glasshouse Wient, from a glass-work there erected), Vernon Street, and Cunliffe Street—were opened and built on between 1730 and 1760. Cheapside, originally Dig or Duck Lane, is one of the oldest streets in the borough, having been the only cross avenue anciently connecting the roads leading from the town northward and eastward. It is mentioned in the *Moore Rental* in reference to a house occupied by Richard Rogerson, "an honest man." The west side had been densely built up before the middle of the last century. In 1769 the east side is represented as partly gardens and partly occupied by tanners' and skinners' yards, one of which continued until a few years since, when it was absorbed in the erection of the police establishment. At a subsequent period the family of the Harveys settled here. Samuel Harvey established a soap manufactory, and William and Enoch a brewery on an extensive scale. The Harveys, of whom there were five brothers, were long distinguished as taking an active part on the Liberal side in local politics and in Parliamentary elections. In Roscoe's election of 1806 the five brothers gave each a plumper for the Liberal candidate. In the election of 1820, when Dr. Crompton and Mr. Leyland were brought forward in opposition to Canning and Gascoyne, one of the brothers proposed Mr. Leyland, and another seconded the nomination of Dr. Crompton. In one of the squibs of the day this is thus alluded to. (It must be premised that Dr. Crompton was partner in a brewery):—

Bachelor Street, etc. Cheapside.

Harvey family.

> And when the doctor's sour ale's done,
> Ah! cunning Doctor!
> He will laugh at his foes who have made his tap run,
> And the *Harveys* will join in the excellent fun,
> With their brewing, mixing
> Nutgall and treacle—
> Ah! cunning Doctor!

Both soapery and brewery have been swept away, and the site occupied by warehouses.

Near the corner of Cheapside, on the south side of Tithebarn Street, stood the ancient Tithebarn, erected in the reign of Henry VIII. It had passed from the possession of the Molyneux family, and was converted into shops, the main structure and the old oak roof still remaining. The land behind was for a long period a public bowling-green. In the early part of the present century the Mersey Iron Foundry was established on

Tithebarn.

CHAP. III.

Mersey Iron Foundry. John Cragg.

Thomas Rickman.

the site. The principal partner in this concern was Mr. John Cragg, an enterprising man, who had a *penchant* for church-building; and, on the principle of the currier in the fable, who believed under all circumstances that there was "nothing like leather," Mr. Cragg introduced cast-iron very largely into the constructon of his churches. Thomas Rickman, who afterwards became celebrated as a pioneer in the revival of Gothic architecture, resided at that time (about 1812) in Liverpool, and was diligently pursuing his researches. Mr. Cragg obtained his assistance in designing Everton Church; St. Philip's, Hardman Street; and St. Michael's, Toxteth Park; in all of which cast-iron enters very largely into the construction. It would be unfair to the architect to criticise too severely the results of conditions so restricted. It may suffice to observe that the example so set has not been followed generally. Mr. Cragg, after retiring from business, resided for many years at St. Michael's Hamlet, and died on July 17, 1854, aged 87 years.

Under the improvement Act of 1820 the Old Tithebarn was included in the schedule, but, by a singular oversight, a portion of it, which had been formed into an entrance to the foundry, was omitted. The consequence was, as the owner and authorities could not come to terms, that this portion—a slice, as it were, cut from the middle of the old barn—remained for years projecting forward into the street.

The Flashes.

St. Patrick's Cross.

A little further east, at the junction of Great Crosshall Street with Hatton Garden, there long existed a large pool, called "The Flashes." It is shown in the earliest maps as the "Watering Poole," and continued down to about the year 1790, when it was filled up. Directly opposite this pool, at the cross-roads, stood St. Patrick's Cross, an ancient structure, the street immediately adjoining being called Patrick's Hill. There exists no information whatever as to the time of erection of this or any of the other crosses; but imagination, as is usual in such cases, supplies the deficiency. It has been gravely propounded that St. Patrick sailed from Liverpool in A.D. 444, on his way to evangelise the Irish, and that the cross was erected to commemorate the event!

Se non é vero, é ben trovato.

Those who are inclined to believe it have at least the advantage of challenging the incredulous to prove it was not so. The cross remained down to about the year 1775, at which

period persons not very long deceased remembered to have seen its remains.

In the year 1815 a tragical event occurred in this locality. A man named Thomas Cosgrove, residing in Cheapside, probably in a state of insanity, murdered his wife and committed suicide by taking poison. The coroner's verdict was "*Felo de se*" as to the suicide; and, in accordance with the barbarous custom of the time, he was buried at midnight at the intersection of the roads between Tithebarn Street and Vauxhall Road (five lane-ends, I believe, the old law required), with a stake driven through his body.

Suicide of Cosgrove.

This neighbourhood obtained an unenviable notoriety in August 1874 by a brutal deed of violence perpetrated on an unoffending passenger, who was murdered by a party of roughs assembled at the corner of Lower Milk Street. The offenders were tried and convicted at the assizes in December, and two of them were executed.

Whilst in the neighbourhood we may make a slight exploration of Vauxhall Road, a neighbourhood somewhat unsavoury, but which has grown up of late years into a very important manufacturing district.

In its original rural state it was called Pinfold Lane, from a pinfold which stood from time immemorial a few yards from Tithebarn Street, on the site of the present Police Station. Except a few houses near Tithebarn Street, extending to Cockspur Street, scarcely any buildings were erected up to the close of the last century.

Pinfold Lane.

Pinfold Lane first took the name of Vauxhall Road about 1796. In that year it is called the former in the map, and the latter in the Directory. The name of Vauxhall appears to have been taken from a house pleasantly situated on the banks of the Canal, past which the road led. Between 1796 and 1803 several streets leading east and west from Vauxhall Road were laid out. Freemason's Row was filled with pleasant gardens and suburban residences. Banastre Street (so called from General Sir Banastre Tarleton) was partly built on. A large cotton factory, called the Union Mill, was erected at the latter end of last century, on the east side of Vauxhall Road, by Messrs. Kirkman and Co. The popular name by which this building was known was "The Welsh Factory," for what reason I have not been able to ascertain. Various attempts have been made at different times to naturalise the cotton manufacture in

Change of name. A.D. 1796.

Extension of streets.

Cotton factory.

CHAP. III.

Liverpool, but uniformerly without success. The reason for these failures is a subject deserving inquiry. There ought to be no incompatibility between the pursuits of commerce and manufacture, for Glasgow has succeeded equally in each department. Whatever may have been the cause, the Union, or Welsh Factory, after being carried on for a few years, was abandoned, and remained closed for some time. Subsequently it was converted into the foundry and engine manufactory of Messrs. G. Forrester and Co. The premises have since been greatly enlarged, and the original building taken down. About the period to which I am alluding, the north end of the town began to be dotted here and there with the manufactories which by their subsequent increase have contributed so largely both to its prosperity and squalidity. Messrs. Pickop and Miles's brewery (afterwards Ackers's) was built about 1800. A white-lead manufactory was in existence near the north shore in 1785. Another (Mr. Porter's) was erected near the canal about 1800. A slitting-mill existed near the Borough Gaol (then the French prison) about the same time. Mr. Eccles's morocco leather manufactory was built in Vauxhall Road about 1801. In 1797 the Bootle Water Company was established. The reservoir and pumping station (now removed) were built near the west side of Vauxhall Road.

Forrester's foundry.

Manufactories.

The field lying between this reservoir and Vauxhall Road acquired the name of the "Pumpfield," which, though covered with manufactories, it still retains; it is supposed by some from being used as the place for boring and preparing the original wooden water pipes, the "pump trees." According to other accounts there was a spring well and a pump, from which the name was derived.

Pumpfields.

Clement Street, Maguire Street, Summer Seat and Gildart's Gardens, were, as some of the names imply, agreeable country retreats, far away from the smoke and noise of the bustling town, with green fields on every side. But this state of things could not last. The position of the neighbourhood, close to the canal, within a short distance of the docks, steadily advancing northwards, pointed it out as eminently adapted for manufacturing purposes. A branch of the canal was extended to Vauxhall Road about 1812. Coal-yards and a manure wharf followed. Gas works, mills, distilleries, soaperies, glass bottle works, etc., soon found their location. The greatest change of all, however, was caused by the chemical works. Messrs

Canal.

Thompson and Hill's and Messrs. Muspratt's alkali works were established about 1820. The benefits to commerce of this class of works are no doubt very great, and to judge from the experience of St. Helen's, in a sanitary point of view, they are not injurious; but wherever they are established, verdure, foliage, and amenity, take their flight never to return. A vital change accordingly came over the spirit of the neighbourhood. The large gardens were converted into coal-yards or built over, the small ones made into pig-styes. As the manufactories increased, the only human habitations erected there were cottages of the lowest class, and the locality became abandoned to dirt and squalor. Chemical works.

In the early part of this change vigorous attempts were made to resist this tendency. Proceedings were taken against Messrs. Muspratt for the abatement of the fumes issuing from their chimneys, and a long course of litigation ensued, which resulted in those gentlemen removing a large part of their operations first to Newton and afterwards to Flint; but it is in vain to strive against destiny. We are reminded of the Scripture parable, that when one evil spirit is exorcised, and the place swept and garnished, it may happen that seven other spirits, even blacker than the first, succeed in taking up their abode. Prosecutions.

Efforts have not been wanting to provide for the temporal and spiritual necessities of the humble population of the district.

The Northern Dispensary in Vauxhall Road was erected about 1826, and has been a most valuable institution. Dispensary.

The Church of St. Martin's-in-the-Fields was commenced in 1825, opened January 13, 1829. It was built by the commissioners for laying out the parliamentary grant of £2,000,000, at a cost of £20,000. There are 1300 free sittings. It is a large structure in the style of Gothic practised at the time, but the quality of the stone combined with the effects of the chemical atmosphere, have imparted almost an inky tint to its exterior. This church and its succursal, St. James-the-Less, together with St. Margaret's, are the high places of what is called Ritualism in the Church of England in Liverpool. The Low Church school has for a long period enjoyed the predominance. A fair opportunity is afforded of testing principle by practice, as to which school can bring to bear the most powerful influences for ameliorating the condition of the poor under their care. Churches.

The Church of All Souls, situated at the end of Eaton Street

CHAP. III.

Chapels.

near the canal, of which the Rev. Dr. Hume is the incumbent, was consecrated in 1856. The Wesleyans have a large chapel and schools, called Cranmer Chapel, in Vauxhall Road. The Independents have a chapel in Burlington Street; The Roman Catholics a church in Eldon Street; the Presbyterians one in Limekiln Lane.

In Maguire Street there is a small chapel, erected in 1795 by a Mr. Mayers. It has been occupied by various denominations.

Corporation cottages.

In the immediate vicinity of Vauxhall Road, the Corporation have purchased land and erected blocks of cottages, intended to provide dwellings for the labouring classes, of a superior description, by erecting them in flats. The experiment has succeeded and is a great boon to the working class in the vicinity.

CHAPTER IV.

WATER STREET TO JAMES STREET.

CHAP. IV.

During the first quarter of the nineteenth century, a stranger in Liverpool, following the tide of commerce, between the Exchange and George's Dock, and arriving near the bottom of Water Street, would have had his attention arrested by a grim-looking pile of castellated buildings, about as much in harmony with the busy roar of traffic surging around as a megatherium of the prediluvial period harnessed to a waterside cart.

Tower.

This was the "Tower" of Liverpool, in the olden times the fortalice of the Earls of Derby. Its origin is somewhat obscure, no records existing to cast any light on the period of its first erection.

Stanleys of Knowsley.

Lathoms.

Sir John Stanley.

The history of this building is so closely connected with the fortunes of the great family of the Stanleys of Knowsley, Earls of Derby, that I may be pardoned for going a little into detail. In the fourteenth century the site formed part of the possessions of the Lathoms of Lathom House, Lords of Knowsley, Huyton, Roby, and other manors, whose representative, in the reign of Edward III., was Sir Thomas Lathom, a man well stricken in years, with no legitimate male issue, and an only daughter Isabel. John Stanley, the founder of the Knowsley House, was the second son of Sir William Stanley of Hooton. Seacome, in his *History of the House of Stanley*, perpetrates such grotesque blunders in the matter of dates, that it is very difficult to come at the truth. He states that the hero of our story was born in 27 Edward III., A.D. 1354, and yet in the succeeding paragraph he says that he was "one of the captains at the famous battle of Poictiers in France, which was fought on September 19, 1357," he being then about three years of age! It is clear that any legend founded on a statement of this kind must be very mythical in its character. It is tolerably

CHAP. IV.

Sir John Stanley.

certain, however, that at a tournament held at Winchester, near the close of King Edward's reign, John Stanley greatly distinguished himself, was knighted on the spot, and by his knightly deeds won the heart of the fair Isabel of Lathom, who was present with her father. On their marriage, which was celebrated soon afterwards, Sir John was presented by his father-in-law, amongst other possessions, with the site of the Tower. Although no record exists, it is probable that some sort of residence had already been erected on the spot. Sir John subsequently acquired distinction in the Irish wars; and on the forfeiture of Henry Percy, Earl of Northumberland in 1403,

Lordship of Man.

the lordship of the Isle of Man was conferred upon him by Henry IV.

The necessary intercourse with Ireland and the Isle of Man rendered a secure place of embarkation very important, and in

A.D. 1406. Licence to fortify.

the year 1406, a licence was granted by the king to Sir John Stanley to fortify, crenellate and embattle the house he was then building (or extending) by the river side. This worthy knight died in the first year of Henry V. (1413), having by his martial prowess and wise counsels laid a solid foundation for the future greatness of the family.

He is said to have been

> Vir illustris in concilio,
> Strenuus in omni prælio;
> Princeps Militiæ in Anglia,
> Et in omni regno ornatissimus

We will not further pursue the fortunes of the race. For many ages the Tower of Liverpool continued to be the seaside residence and place of embarkation of the Derby family. The

Ships of Lord Derby.

ships of the Stanleys are alluded to in our old poetry. Thus in the ballad of "Lady Bessie" (1484), Lord Stanley promises Elizabeth of York to send her messenger, Humphrey Brereton, to Henry VII.

> I have a gude shippe of mine owne
> Shall carry Humfrey;
> If any man aske whoes is the shippe?
> Saye it is the Earle's of Derbye.
> Without all doubt at Liverpoole
> He tooke shipping upon the sea.

Down to the early part of the eighteenth century, when the

estate of the Moores, of Bank Hall, was acquired by purchase, the Derby family possessed but little property within the borough of Liverpool, but the intercourse between the great lord and the loyal burgesses was always of the most friendly character, the civic chair, between the years 1603 and 1707, having been filled no less than eight times by either an Earl of Derby or by one of his sons.

Intercourse with Liverpool.

The existing representations of the Tower differ materially from each other, probably owing to alterations having been made from time to time. The only ground plan which can be at all relied on is that given in Perry's large map of 1769. Comparing together these various authorities, it would appear that the original structure consisted of a large square embattled tower, with subordinate towers, and buildings forming three sides of an interior quadrangle, which were altered from time to time as circumstances required.

Views of the Tower.

No stirring events stand out from the page of history as having occurred within its precincts, but occasional glimpses are caught, from passing notices in documents, of its existence and occupation. Leland, in his itinerary (1547), says, speaking of Liverpool, "The King hath a castelet there, and the Erle of Derby hath a stone house there."

Leland. A.D. 1547.

The rejoicings over the visit of the earl in the year 1577 have been recorded in a previous chapter.

After the rising of 1715 some of the captured rebels were confined in the Tower. There is an entry in the Sheriff's accounts:

Rebel prisoners.

"1716. January 2. Paid for brickwork, building up the windows to prevent escapes, £7 : 0 : 7d."

In 1734, James, Earl of Derby, being mayor at the time, gave a grand entertainment in the Tower to the council and the principal inhabitants. Soon after this the building was sold to the Clayton family, and let to the Corporation for the borough gaol.

James, Earl of Derby.

In 1740 the chapel and other parts were fitted up as assembly rooms, and continued to be so occupied for many years.

In 1775 it was purchased by the Corporation for the sum of £1535 : 10s. In the same year it was visited by John Howard, the philanthropist, who describes it as out of repair, close and dirty. He visited it again in 1779 and 1782, and reports some improvement in its condition. In 1788, two men, Patrick Burns and Sylvester Dowling, were executed

A.D. 1775. Sold to Corporation. John Howard.

CHAP. IV.

in front of the Tower for burglary at a house near St. Ann's Church.

Howard's visits and reports led to the erection of the new gaol in Great Howard Street, as described in the preceding pages.

Tower as gaol.

Although the Tower did not belong to the Corporation, there is evidence that a portion of it had been used as a common gaol for a long period previously. The condition of the prison and the treatment of the prisoners may be judged of from the following letter, which is extracted from a rare book published in 1691, entitled, "*The Cry of the Oppressed Poor Debtors in England*," by Moses Pitt.

"From the Gaol of Liverpoole in Lancashire."

"Sir—Thomas Morgan of Liverpoole, chyrurgeon, having a wife and five children, falling lame, for which reason he was not able to follow his practice; his wife also at the same time falling sick of a fever, and his children visited with the smallpox, fell to decay and was cast into the prison of Liverpoole for about £11 debt; the said prison being about 16 foot in length and 12 foot in breadth, in which was two houses of office, it being but one room and no yard to walk in. In which prison the said Mr. Morgan was locked up a year and a quarter, in all which time neither he nor any of the other prisoners had any bedding, or straw to lodge on, nor any allowance of meat or drink, so that the said Mr. Morgan was necessitated to catch mice with a trap to eat, for to keep himself from starving; and also felons and highwaymen were put into the same prison with the debtors; of which hard and barbarous usage of the said Mr. Morgan, his wife making complaint, and seeking redress, she also was sent to prison and shut up close prisoner in another room, and not suffered to come to her husband, she having at the same time a child of three months old sucking at her breast, without any allowance for her maintenance but what she had out of charity from her neighbours. Of all which barbarities the said Mr. Morgan complaining, instead of redress, the gaoler, Thomas Row, beat the said Mr. Morgan, and put him in irons."

This relation was given under the hand of the said Mr. Morgan, November 7, 1690.

Notwithstanding the erection of the New Borough Gaol in 1786, the old Tower continued to be occupied both by felons and debtors down to July 1811. It then remained unoccupied until 1819, when the building was pulled down and the materials sold by auction for £200. They were purchased by a corn-miller,

Tower destroyed.

named Barrow, and used in the erection of steam corn-mills in Chaucer Street, Scotland Road, called the Castle Mills. A few years afterwards these mills were burnt, and the unsightly ruins remained standing several years. Ultimately they were carted away as rubbish, and a brewery was erected on the site.

So the old Tower passed away, and left not a wreck behind:

> The knights are dust,
> Their good swords are rust,
> Their souls are with the saints we trust.

New erections.

Rebuilding.

The site of the Tower was sold to the great house of Bailey Brothers, ironmasters of South Wales, and warehouses were erected on the site. In 1856, the alignment of the north side of Water Street being set back, the warehouses were taken down, and the present pile of offices, called Tower Buildings, was erected. In the south wall of the inner quadrangle a stone tablet is inserted with the following inscription:

> Has Aedes
> Situm olim castelli
> Comitum de Derby
> Denuo construxit
> Negotiis, pacisque artibus fovendis
> Dedicavit
> Jos. Bailey, Eq. Aur.
> Anno Salutis mdccclvii.
> Architecto, J. A. Picton.

Old Custom-house.

Old coast line.

On the opposite side of Water Street, at the corner of what is now the Back Goree, stood the old Custom-house, a humble-looking low building of two storeys, facing the river. The gentle reader must understand that down to the beginning of the last century the edge of the river bank followed the line of the west side of Tower Buildings, and the east side of Back Goree. All to the westward of this has been gained from the foreshore of the river. This line is still distinctly marked in St. Nicholas's Churchyard by the breast wall separating the higher from the lower portion of the burial-ground.

Original Custom-house.

The original Custom-house formed a part of the old Town-hall in High Street. When this was taken down about 1675, the Custom-house was removed to a building in Moore Street. Sir Edward Moore, writing in 1667, thus speaks respecting a vacant piece of land at the bottom of Moore Street: "Here for

CHAP. IV.

Custom-house.

two hundred pounds you may wall in a place from the sea, and build a Custom-house there. It would draw all the custom of the town into this street. . . . To effect this, agree with some of the customers, and give them a lease and twenty-one years after, and let them do it upon the King's account, because there is no King's Custom-house in this town." This scheme was not carried out in that situation, but the Custom-house was temporarily located in the street, and in a short time removed to the bottom of Water Street. Views of this building are given in Herdman's *Pictorial Relics*. From the style of the architecture, and its adaptation to the purpose, it is probable that it was erected at that period for the Custom-house. It is, however, shown in the copy of a rare etching of a view of the town, given by Herdman, and dated 1650; but there is internal evidence that the real date of the view could not be earlier than 1675 to 1680. Here the Custom-house continued until the completion of the Old Dock in 1720, when it was removed to another building, to which I shall have hereafter to refer. The old building remained standing until 1785, when it was taken down, and warehouses erected on the site.

Goree warehouses.

The Goree warehouses were designed at the time of the construction of George's Dock, the first stone of which was laid April 1, 1767. More than twenty years, however, elapsed before they were built. They were the precursors of our modern dock warehouses, and, for the time when they were erected, were a bold and spirited undertaking. The original erections had a very short-lived history. On September 15, 1802, a fire broke out in the warehouse of Mr. T. France, which soon spread through the whole range, and a conflagration ensued, the like of which has never been seen in the town, and seldom equalled elsewhere. Property to the amount of £323,000 was destroyed. The ruins continued smouldering for three months, and burning flakes and sparks were carried many miles across the country in every direction. The warehouses were soon rebuilt, and have not hitherto been revisited by a mischance of equal extent. On the 17th February 1840, a fire took place in the Back Goree, by which property was consumed to the amount of £50,000

Fire.

Washington Irving.

The dark recesses of the Goree Arcades were for a time irradiated by the genius of Washington Irving, who about the year 1817 entered into connection with a mercantile house at No. 1. A more uncongenial employment for the gentle refined Geoffery Crayon could hardly have been found. He had already

published his "Knickerbocker's History" and other pieces, and had acquired considerable literary distinction, when in an evil hour he was induced to join his elder brother and other relatives as a merchant in Liverpool. The times were unpropitious, and a collapse soon took place. The shock was too great for the nervous susceptibilities of Irving, and his mind fell into a stupor, from which it seemed impossible to rouse him. He was removed to Birmingham to the house of his brother-in-law Henry Van Wart, where he was tended with the utmost care and affection. For a long time every effort proved ineffectual. At length Mr. Van Wart, who had been brought up with him from childhood, tried the plan of calling up recollections of their early days amongst the uplands of the Hudson, and the quaint legends of the Dutch colonists in the Sleepy Hollow. Here a chord was struck which vibrated keenly to his memory of the past, and brought a smile to his countenance. He retired to his room, took up his pen, wrote all through the night, and the next morning at breakfast produced the greater part of his inimitable Rip Van Winkle, which subsequently expanded into the world-renowned Sketch Book.

Washington Irving.

We are now in a condition to ascend the slope of Water Street. Its original name was Banke Street; it is supposed by some that this was a corruption of Blanche Street, after the Lady Blanche of Castile, wife of John of Gaunt, Duke of Lancaster. This derivation seems far-fetched. It is much more likely that Bank Street simply meant the way to the *bank* of the river.

Name of Water Street.

The first mention of the street is in a deed of the 43 Edward III. (1370), in which a piece of land 20 feet by 17 feet, lying between St. Nicholas's Chapel and the newly-acquired property of Sir John de Stanley, is conveyed by John, the son of Adam le Clerk, to William the son of Adam of Liverpull. From the description of this land, however, it did not front Water Street, but lay behind the Tower.

First mentioned, A.D. 1370.

We obtain from the "Moore Rental" a few peeps into the street in the latter half of the seventeenth century. Of a house on the north side adjoining the Earl of Derby's property, Moore writes: "This very house was formerly the granary belonging to the Priory of Berkett (Birkenhead) in Wirrall, where such corn as they left unsold on the market day was carried up those back stairs of stone into an upper room, and there lay till next market day." The land above this tenement on the north side

"Moore Rental."

Priory of Birkenhead.

CHAP. IV.

of the street was open fields between the street and the churchyard down to about 1721. It was probably glebe land, as it was laid out for building by the then rectors of the parish.

Covent Garden.

Covent Garden, notwithstanding its propinquity to Drury Lane, is not so called from any dramatic associations. It is a corruption of "Common Gardens," a piece of land parcelled out in allotments, which so continued to be occupied in 1650. In Chadwick's map, of 1725, it is called Covent Garden, many years before Drury Lane was set out.

Residents.

In the eighteenth century Water Street was a favourite place of residence for the higher class of Liverpool merchants, the names of many old Liverpool families being found in connection with it, such as the Corleses, Formbys, Blundells, Cases, Leighs, and Tarletons. The street, though narrow, possessed many good mansions. The last-mentioned family deserves a passing notice. In the seventeenth, and early part of the eighteenth century, when intercourse with London was difficult and tedious, many of the landed gentry of the county palatine possessed town houses in Liverpool, and through some branch of the family were connected with its trade. Such were the Norrises of Speke, the Claytons of Fulwood, the Blackburnes of Hale, the Banastres of Bank, and the family now under consi-

Tarletons.

deration. The Tarletons for many generations were one of the most influential families in Liverpool, a Tarleton having filled the civic chair seven times in little more than a century, the last time in 1792. The family were originally settled at Aigburth, having landed estates there and in Liverpool, which, failing issue male, passed to the Harringtons. The younger branch

Edward Tarleton.

derives from Edward Tarleton, umquhile commander of the Dublin man-of-war, mayor in 1682. He settled at Church Stile House, a quaint black and white timber building situated near the church gate in Chapel Street. The family became very numerous, his son John having seventeen children, who intermarried with some of the best families in the neighbourhood; amongst others, with the Claytons and the Banastres, to the

John Tarleton.

property of which last family they succeeded. John Tarleton, son of Edward, was a merchant in Liverpool, mayor in 1764. He resided at a house on the south side of Water Street, corner of Lower Castle Street, the site of the District Bank. Here

General Tarleton.

was born, August 21st, 1754, one of the few military heroes of whom Liverpool can boast, the future Sir Banastre Tarleton. He entered the army in 1775 as cornet in the King's Dragoon

Guards, and went to America in 1776. He served with distinction as colonel of a regiment of irregular cavalry, filling much the same position as Marion amongst the Continentals. He was in most of the actions in 1777-8, and commanded the rear guard of Clinton's army. He served under Cornwallis in 1780-1. His dashing exploits made considerable noise at the time. Returning home in 1782 he was received with great acclamation, and became very popular in the town. His electioneering experiences have been related in previous chapters. He was a gallant, free and easy, frank old soldier, a great favourite with the fishwives and ship-carpenters. On the hustings at election time, when hard pressed by his opponents, General Tarleton.

> Then would he strip his sleeve, and show his scars,
> And say, "These wounds I had on Crispin's day."

and, sooth to say, the manœuvre was frequently successful. This "dodge" of the General is thus alluded to in one of the election squibs of 1806 :—

> My three-finger'd hand I keep constantly showing,
> But the once blind electors are all grown too knowing,
> Of Roscoe and freedom they're constantly crowing ;
> O ! I fear I shall never more say *aye* or *no*.
> O ! my poor wounded hand, and all my fine clack, sirs,
> Will serve no more Obi or Three-fingered Jack, sirs ;
> For Roscoe and freedom they shout, 'tis a fact, sirs ;
> Alas ! I shall never more say *aye* or *no*.

He represented Liverpool from 1790 to 1812, excepting a short interval in 1806, when he was supplanted by Mr. Roscoe. In 1799 he held a command in Portugal. In 1810 he was appointed Governor of Berwick Castle, created a baronet in 1817, and G.C.B. in 1820. He died at Leintwardine, near Ludlow, January 10, 1833, in his eightieth year.

He was the author of a *History of the Campaigns in America*, published in 1787.

In the collection of Mr. Wynn Ellis there is a fine portrait of Colonel Tarleton by Sir Joshua Reynolds. It is a half-length, and represents him as a handsome, fresh-complexioned young man dressed in a light cavalry uniform, holding his horse by the bridle. Portrait.

The family of the Tarletons, once so numerous and influ-

CHAP. IV.

ential in Liverpool, have passed away like a dream, and the place knows them no more.

Talbot Inn.

Adjoining the mansion of the Tarletons stood the Talbot Inn, originally the Golden Talbot—a great coaching establishment—on the site of the Bank of Liverpool. The building spanned Lower Castle Street, carried on an archway. On the

King's Arms.

west side of the Talbot was the King's Arms, kept towards the end of last century by Daniel Dale, a fine specimen of the old English gentleman. His head waiter, from the sombre hue of his complexion, was called "Black Matthew." On every 4th of June, King George III.'s birthday, Matthew had the privilege of sitting at the head of a pipe of port in Mr. Dale's cellar in the afternoon, and there pledging all comers to the toast of "The King," until he fell from his seat and was carried to bed.

On Daniel Dale's decease, about 1804, the house was taken by Morris Jones, and continued by his widow down to 1822, when the house was given up, and she removed to the King's Arms in Castle Street, previously "Lillyman's Hotel." Matthew continued connected with the house to the last.

Fenwick Street.

We are now at the corner of Fenwick Street, or Phœnix Street as it was frequently written. Let us take a glance at its origin and history. The estates of the Moore family were confiscated at the Restoration, owing to the part taken by Colonel John Moore as one of the regicides. His son, Sir

Dorothy Fenwick.

Edward Moore, married Dorothy, daughter of Sir William Fenwick of Meldon, Northumberland, who became to him the realisation of the virtuous woman described by Solomon, "in whom the heart of her husband doth safely trust, so that he shall have no need of spoil." Fenwick Street was so named by him in her honour. He shall tell the story himself. It is worth quoting, as showing, that under the hard grinding character, in which the record displays him, he had still a heart to feel the kindly influences of affection.

One touch of nature makes the whole world kin.

Edward Moore's narrative.

In his instructions to his son he gives four reasons for naming this street Fenwick Street; first, that his wife was one of the daughters and co-heirs of Sir William Fenwick of Meldon; secondly, that by her fortune he "disengaged ten thousand pounds principal money of a debt contracted by his unfortunate

father ;" thirdly, that the Moore estates being confiscated at the Restoration, his wife petitioned the House of Lords for a reversal, and by her influence and activity, "the king was graciously pleased, in consideration of her father's merits and her own sufferings, to grant John Moore's whole estate to such feoffees in trust, as she, Dorothy Moore, daughter and co-heir of Sir William Fenwick should name." The fourth reason stated is, "that to add to all these mercies, which God was pleased to make her an instrument in, to sweeten them the more to us, he hath been pleased to bless me with four sons and two daughters out of her loins, and is at this time great again with a live child." Sir Edward, from his Puritan education, had at command a choice stock of pious exclamations, which, looking at other parts of his memorial, we should be inclined at the present day to stigmatise as cant. He winds up as follows : "I hope to sing praises to his name as long as the Son of Man endures, because his mercies are great, and endures for ever. Amen, amen, amen, Lord Jesu, amen."

The street was at first narrow and somewhat tortuous. Near the south end a small street runs from it westward, called the Old Ropery. Before Fenwick Street was formed, a Mr. William Bushell, a rope-maker, had the lease of a house in Castle Street with a long field behind, which he converted into a rope-walk. In laying out Fenwick Street, this spinning place presented a barrier, which Bushell refused to remove, though offered thirty pounds for ten yards wide, for the street to pass. Eventually, a bridge was constructed over the ropery, and long after the bridge was removed, this part of the street continued to be called the Dry Bridge.

Old Ropery.

This Dry Bridge was still in existence in 1802, as appears from a record of exchange of property in that year between the Corporation and the Trustees of the Blue School, in which are mentioned, "A dwelling house at the east end of Dry Bridge," "The Ropewalk under the Dry Bridge," and "A cellar in Dry Bridge."

Dry Bridge.

I have already mentioned that the space between Castle and Fenwick Streets was percolated by numerous narrow alleys. One of these was called "Bridges Alley." In reference to this Sir Edward perpetrates a joke, the only one to be found in his lengthy rent-roll. He says "the reason why I named it Bridges' Alley was because it lay betwixt two bridges, the one

Bridges' Alley.

CHAP. IV.

at the west end, where never water runs under, made for to spin under; the other at the east end is my tenant, Thomas Bridge, a drunken fellow; upon which these verses were made as follows:

> In old, bridges for water were,
> But these are made for other fare;
> The one for spinning, and, it's said,
> The other's for the drunken trade.
> Let this be set to England's wonder;
> Two bridges, and no water under!

Phœnix Hall.

In the Chorley Survey (1688), Mr. Percival held a stone house called Phœnix Hall and three bays of out-housing with a garden and yard, at a ground rent of six shillings per annum. The rent was estimated at £11.

The Moores at that time possessed eighteen houses in Fenwick Street, chiefly stone, and in Phœnix Alley five.

Part of the west side of Fenwick Street was taken down about 1850, the street widened and made straight. Of a house still standing on the west side near the south end, converted into offices, there is a tradition that Nelson's Lady Emma Hamilton, when resident in her youth in Liverpool, went to school there.

Lady Hamilton.

Chorley Street.

Chorley Street was originally called Entwistle Street;[1] afterwards Squire's Garden, from Mr. William Squire, mayor in 1715, and finally, the name it now bears, from a family long resident in the town. Leonard Chorley was recorder from 1602 to 1620. John Chorley was mayor in 1678.

Drury Lane.

Drury Lane was undoubtedly so named from its association with the drama, the Liverpool theatre having been long located in this street on the east side, near what is now the corner of Brunswick Street.

Theatre.

It is stated by Troughton, that "during the reign of Charles I., a small building for the exhibition of dramatic entertainments stood in a court at the bottom of St. James's Street, but at the time of the civil wars it was shut up, and continued unoccupied until the Restoration." This is undoubtedly an error, as neither

[1] J. Entwistle was appointed Recorder in 1662. He held the office forty-seven years, having resigned in 1709 when his son Bertie Entwistle was appointed.

James Street nor St. James's Street was in existence in the time of Charles I.

Drama.

The continuous history of the drama in Liverpool dates from 1745, in which year a company of players on their way between Dublin and London were detained in the town by contrary winds, and gave an entertainment in a cockpit in Blackberry Lane, Dale Street (now William Street). This was so successful that Alderman Thomas Steers, the constructor of the Old Dock, was induced to erect a building for dramatic performances in Old Ropery opposite the end of Drury Lane, in the same enclosure in which stood a cockpit fronting Moor Street. The area of the building was 50 feet by 20; the rent £25 a year. In the course of a few years this building was found too small, and a larger one was erected in the immediate neighbourhood fronting a new street called thenceforward Drury Lane.

First Theatre.

Second Theatre.

This second theatre was opened in June 1749, with the comedy of the Conscious Lovers, and the farce of the Lying Valet. It was a plain, neat brick building, 27 yards in front, and 16 yards deep, with boxes, pit, and gallery. The rent was £65, the current expenses £10 per night; and the highest receipts on a single night £92.

Messrs. Gibson and Ridont were the principal actors and joint managers for some years, but owing to an offence given to one of the local magnates, Mr. Ridont withdrew. An anecdote is related which shows the estimation in which these gentlemen were held. At the time when Garrick was at the zenith of his popularity, two of the dramatic connoisseurs of Liverpool having to visit London, were requested to attend Drury Lane and report on the performance of the celebrated actor. They did so, and on their return in answer to questions, they reported that "Garrick was all very well, but he was nothing to Gibson and Ridont." The following is a specimen of a play-bill of the period—

CHAP. IV.

Play Bill.

BY COMEDIANS FROM THE THEATRES ROYAL IN LONDON,

AT THE THEATRE IN DRURY LANE,

On Monday next, being the 8th of August, 1768, will be acted

A TRAGEDY CALLED

OTHELLO,

MOOR OF VENICE

Written by SHAKESPEAR.

Othello . .	Mr. BENSLEY	*Duke* . .	Mr. WIGNELL
Iago . . .	Mr. PALMER	*Lodovic* . .	Mr. MORRIS
Cassio . .	Mr. PACKER	*Montano* . .	Mr. FOX
Roderigo . .	Mr. CUSHING	*Desdemona* .	Mrs. MATTOCKS
Brabantio . .	Mr. GIBSON	*Emilia* . .	Mrs. BENNETT

With Entertainments of Dancing, viz.—

AT THE END OF THE 2ND ACT A NEW SCOTCH DANCE CALL'D

THE HIGHLAND REEL,

By Mr. FISHAR, Mrs. MANESIERE, and Miss BESFORD, apprentice to Mr. Fishar.

AT THE END OF THE PLAY A NEW PANTOMIME DANCE CALL'D

THE VILLAGE ROMPS,

TO WHICH WILL BE ADDED A FARCE CALL'D

HIGH LIFE BELOW STAIRS.

Not any money under the Full Price to be taken during the whole Performance, nor any servants admitted to the Gallery without paying.

Boxes 3*s.* *Pit* 2*s.* *Gallery* 1*s.*

The doors to be open'd at five. To begin exactly at seven. Tickets to be had at the Golden Lion, in Dale Street; at E. SMITH'S, in Cable Street; at Mr. Cox's, in Fenwick Street, and of

Mr. BENSLEY, at Mr. Wright's, Peruke Maker, opposite the Exchange, where places for the boxes may be taken.

No person whatever can be admitted behind the scenes.

VIVANT REX ET REGINA!

This theatre flourished for about twenty-three years only. On the erection of the new house in Williamson Square in 1772, the old one fell into disuse, though performances are recorded as having subsequently taken place in it. It was afterwards used as a carrier's warehouse and shed for the fire-engine. Under the Improvement Act of 1786, it was purchased along with other property from Mr. Chapman. It is usually supposed that Brunswick Street runs over the site, but in the map of 1796, in which Brunswick Street is shown, the old playhouse still remains, and is so marked as standing at the corner of two streets.

New Theatre.

Let us now pass on to Moore, or Moor Street, as it is usually written.

Moor Street.

Sir Edward Moore says, "the ground whereon this street now stands was a small close of ground, called the Castle St. field, which said field I and my ancestors have for many hundred years enjoyed." At the time when Fenwick Street was formed, soon after the Restoration, this field was in lease to Mr. William Bushell, before mentioned, who had paid £20 fine for it, to be added to the lease of his house in Castle Street. Moore continues: "When it pleased God the fancy came into my head of making a street in this field of his, he would not let me have the field again without I would abate him the whole rent of his house all but two shillings a-year, and let him have three lives and twenty-one years in what houses he should take for himself or his friends to build upon this field."

The street was accordingly made. A great part had to be cut through the solid rock eight feet perpendicular. As soon as the street was formed, "Captain Fazakerly of the Castle, finding he had so convenient a way to the water side, in one year had many hundreds of loads of coals brought to the Castle." This led to the erection of posts and chains across the street, which "made him glad to carry the coals through the Pool Lane to the ships, for the town made an order he should not carry them through the Water Street to break all the pavements there." Before 1667, twenty-three houses had been built in the street, by as many lessees. Moore found that selling building land was not without its difficulties and its trials. He describes one lessee, Thomas Galloway, as "the troublesomest fellow I ever met with." Another, John Pemberton, "the apothecary, is a base, ill-contrived fellow." He roused the ire of his landlord by refusing to build his house four storeys high,

CHAP. IV.

Moor Street

the other lessees agreeing to adopt this elevation. "Not long after," he says, "he being in my company in the street, and we were looking up at the house, one of the company demanded his reason why he had such a strange kind of glazing in the windows, neither head nor foot in them for matter of order;" to which in my hearing he answered, "the house was built in crosses, and he would do everything that belongs to it on the cross."

In the Chorley Survey (1688) Bushell's house is thus described: "One stone house consisting of three bays, and a kitchen of one bay, of brick and a warehouse of three bays of brick, with another dwelling of one bay of brick adjoining the warehouse, and a back side and garden, under the yearly reserved rent of one hen and 2s. Full yearly value £10." This house is probably identical with the noted Cockpit House, which is described as a centre and two wings, afterwards divided into three dwellings.

The Moores possessed in Moor Street 26 houses, one brick, all the rest stone.

Moor Street, in the olden time, presented an appearance very different from its gloomy murky aspect at the present day. Though narrow, it was open to the estuary at its lower end, receiving the pure sea breezes and looking out on a lovely prospect, whilst in the opposite direction, by its prolongation called Castle Hill, it communicated directly with Castle Street.

Specimens of the original architecture of Moor Street remained standing within the last few years, and several are given in Herdman's *Pictorial Relics*. Most of them were of the gabled, transomed, and dormered style, containing a lingering reminiscence of the mediæval, which continued prevalent in Lancashire and Cheshire down to the beginning of the eighteenth century. One mansion on the south side was more pretentious, having a long front in two storeys, with pilasters running up the whole height, carrying an entablature. The windows in the interspaces were large, with mullions and transoms. Another house, built in 1665, bore on its front the arms of Fayreclough impaling Hyde, with this inscription; "Door, stand thou open to none but an honest man."

Architecture.

The specimens of a somewhat later date remaining down to a recent period in Fenwick Street and Drury Lane, were by no means discreditable to the taste of the day. They were generally of brick, which were well made and finely set, with stone

dressings. The most elaborate attention was paid to the doorways, which were adorned with pilasters and cornices, and frequently covered with sculptured decoration of a very superior character. The district was inhabited during the last century by many of the leading merchants of the day.

James Street.

We will now pass on to James Street, which is of later origin than Moore and Fenwick Streets. In several places in the "Moore Rental," we find mention made of one Roger James, who is amongst the very few complimented in the record. He is stated to be "a very honest man, and has a good woman to his wife."

Roger James.

Roger James was at that time lessee of a house in Fenwick Street; subsequently he erected premises in Moor Street and James Street, which led to the street being so called in commemoration of the builder. By his will, dated October 1701, he bequeaths this property to his wife, with remainder to his son, Captain John James, who, dying in 1737, again bequeaths the same property to his wife Isabel. From the style of the specimens of architecture remaining down to a recent period, James Street must have been partially built before the year 1690. It has been so entirely renovated of late years, that every vestige of its original architecture has disappeared.

Mrs. Isabel James.

Mrs. Isabel James, mentioned above, survived until 1750. There is a tradition that she was the first person in Liverpool to keep a close private carriage. The honour is claimed by Troughton for Mrs.—or Madame—Clayton, who died in 1745. Be this as it may, Liverpool continued long innocent of any splendour or pride in equipages.

Coaches.

"Hackney coaches were in the middle of the last century unknown here, and the only vehicle for public accommodation was a solitary one-horse chaise, with a leathern top, kept for hire by a cowkeeper named Dimoke (in Fenwick Street I believe), for the use of sick or infirm persons who were disposed to take the benefit of the air along the north shore, or any road in the vicinity of the town. During these excursions the owner of the chaise led the horse slowly along, for the greater safety and convenience of the invalid."

Richard Watt.

Hereby hangs a romantic story, which ought not to be allowed to die. When Dimoke could not attend himself, he occasionally sent a lad named Watt to drive the vehicle. The lad being quick and intelligent, his master placed him at an evening school to learn the common elements of education. The

CHAP. IV.

youth afterwards went to sea on the usual African voyage, and remained in the West Indies, all remembrance of him in Liverpool having speedily passed away. About forty years afterwards an eminent merchant, at the head of one of the first West India houses, came over to Liverpool, where a branch of his business had long been carried on. One of his first occupations was to inquire after the family of Dimoke, who had been some time deceased. Finding two maiden sisters alive, he sought them out, and settled on each of them £100 a year for life. This was the quondam little Dick Watt, who founded the family of the Watts, of Speke Hall, Lancashire, and Bishop Burton, Yorkshire, and who left to his nephews (having no issue of his own) a fortune of above half-a-million sterling.

It is recorded in the annals that, during a great storm in the year 1768, the tide rose so high that a vessel, called the "Wheel of Fortune," ran her bowsprit through the window of a house at the bottom of James Street.

At the upper end of James Street, extending along Fenwick Street to Moor Street, formerly stood the Liverpool Billingsgate, the *locale* of the ladies who sold the best fish and spoke the plainest English.

Fish market.

Originally the seat of the fish trade was at the bottom of Chapel Street. Moore, in his "Rental," alludes to the fish yards and free fishing in that locality.

Here, and at the High Cross, the fishmarket remained until the year 1764, when it was removed to Derby Square, on the west side of St. George's Church, round Tarleton's obelisk, described above. In 1786, in consequence of the improvements in the locality, the fish-market was transferred to the bottom of James Street. Five years afterwards, the building already alluded to at the top of James Street was erected and occupied for the purpose. It was originally an open colonnade closed in with gates, but without a roof. This desideratum was supplied in 1814 by Mr. Thomas Leyland, mayor during that year. A votive tablet was erected in the market by the fair ladies of the locality to commemorate the donation. The fish-market was removed to Great Charlotte Street in 1823. In 1826 the building was reopened as a general market, but closed in 1839, and the building taken down.

James Street was originally narrow, but it was lined with shops on both sides, and, being a leading thoroughfare to the docks and river, enjoyed considerable prosperity. In modern

times it has been opened out and its character entirely changed. Handsome piles of offices line the southern side.

Preeson's Row.

Let us now continue along Preeson's Row, as far as Redcross Street. This in Moore's time was called Tarleton's field. He says: "Memorandum, first if possible to buy Baly Blundells and the field betwixt it and the More Street: it belongs to Mr. Tarrelton's (*sic*) (of Aigburth) heirs. If you have it, you might pull down your house on the Castle Hill, and there have a brave coming of the street end towards the castle."

Red Cross Street.

The name of the street is somewhat perplexing. I cannot find any authority for any cross or monument in the neighbourhood, except Tarleton's obelisk, which was certainly never called the Red Cross. The street was commenced about the end of the seventeenth century, and contained some large commodious mansions. From the middle to the latter end of the last century, it had become a street of shops, the Bold Street of its day, interspersed with residences of the leading merchants. Even so late as 1803, Mr. Jonas Bold, mayor for that year, resided in Redcross Street. The Crown Inn, on the north side of the street, was for many years one of the principal coaching establishments, especially for the north road. In the *Directory* for 1805 not less than sixteen departures in the day are advertised from this house.

Crown Inn.

Benn's Garden.

Entering a narrow court on the south side of the street we come to a more expanded area, called Benn's Garden. This takes its name from Mr. James Benn, mayor in 1697, who was the owner of property adjoining Tarleton's field, and most probably lived there. Here was the site for many years of one of the old Nonconformist chapels of the town, erected in 1726-7. The congregation was an offshoot from the ancient chapel in Toxteth Park, which had first been located in Castle Hey (now Harrington Street), where, under the privilege granted by the dispensing ordinance of James II., a small meeting-house was erected in 1687. This being found too small, a more commodious chapel and a parsonage were built in Benn's Garden. Several very eminent men have at different times held the pastorate of this church. Dr. Henry Winder, a well-known writer on Church History, was the first minister.

Chapel.

Dr. Winder.

In 1752, on the decease of Dr. Winder, Mr. John Henderson, a graduate of Glasgow University, was appointed minister. In 1763 he seceded and became an Episcopal clergy-

CHAP. IV.

man, and when St. Paul's Church was built, in 1769, he was appointed by the Corporation the first incumbent.

It is a singular coincidence that the successor of Mr. Henderson at St. Paul's, Gilbert Wakefield, should have seceded and joined the body from which his predecessor had withdrawn.

Dr. Enfield.

In 1763, Mr. (afterwards Dr.) William Enfield was appointed minister, and so continued until 1770, when he removed to Warrington to succeed Dr. Aikin in the divinity chair of the academy there. In 1767 he married the daughter of Mr. Richard Holland, draper, in Lord Street. It was whilst residing in Liverpool that he formed the acquaintance of Mr. Perry, who had made collections towards a history of Liverpool, but died before he could accomplish his purpose. These materials were put into the hands of Dr. Enfield after his removal from Liverpool, which led to the publication of the history in his own name. Dr. Enfield removed to Norwich in 1785, and died in 1797. He is probably best known to the world as the compiler of that once all-popular school-book *The Speaker*.

New chapel.

In 1811, a new chapel having been erected in Renshaw Street, the congregation removed thither, and the old building was disposed of to the Welsh Wesleyan Methodists. These continued here until the year 1866, when the premises were sold and converted to commercial purposes.

Sea Brow.

A small street near the bottom of the hill on the south side, called Sea Brow, marks the old coast-line running from the church along the margin of the pool. Following this line

Brunswick Street.

northwards we soon arrive at the bottom of Brunswick Street. This street has not much antiquity to boast of, having been a creation of the Improvement Act of 1786, cutting through a dense mass of property between Castle Street and George's Dock. It was completed about 1790. It has now become an important commercial street, but for many years after its formation business did not take kindly to it. A portion of the old houses long remained standing on the south side, raised up on a sort of terrace many feet above the street level. I may here remark that the surface of the ground has been considerably lowered from Castle Street westwards. The site of the castle was eight or ten feet above the present level of Derby Square, and the descent, both southward and westward, was by flights of steps. The natural surface had to be cut down in the solid rock for the streets leading westward. The Castle Hill was a real elevation above the surrounding land.

Brunswick Street is the chosen seat of the corn trade of Liverpool, a business which has attained gigantic dimensions of late years. The business of the corn trade in Liverpool, as in most other towns, was originally transacted *al fresco*, the place of assembly being the open space in front of the Town-hall (then the Exchange), marked in the old maps as the "Corn Market." On the erection of the New Exchange Buildings (commenced in 1803) it was thought desirable by the corn trade to provide a local habitation for themselves. This was accomplished in 1807, when a Corn Exchange was erected on the south side of Brunswick Street, at a cost of £10,000; the money being raised by one hundred shares of £100 each. It appears that a variety of objections were started to the scheme at the time; for Troughton, writing in 1809, thinks it necessary to enter into an elaborate defence of the plan. He says, "that ancient systems, established customs, and immediate profit, are remarkably venerable in the eyes of some; but when the great increase of the corn trade, the portion of time and labour which are consumed in visiting the different warehouses for the purposes of buying and selling, and the enormous expense of travelling, which it is intended to obviate, are considered, it will perhaps be pronounced, by those who are guided by their understandings more than by their prejudices, an excellent expedient."

Corn trade.

Corn Exchange.

It would seem from this apology that the trade had previously been conducted in an extremely primitive and inartificial manner. The business continued rapidly to increase during the next forty years, and several extensions of the structure took place, until at length, after the repeal of the Corn Laws in 1849, and the consequent increase of importations, the complaints became so loud that a scheme for a rival establishment was brought out, and was only prevented being realised by the prompt action of the proprietors in rebuilding the edifice on a greatly extended scale. The result was, the present edifice, commenced in 1851. There are two ranges of vaults under the whole building, and four storeys of offices in front. The Exchange proper consists of a large hall divided into three aisles by rows of columns, from which spring the cast-iron arches of the roof.

Rebuilding.

The Union Bank, Heywood's Bank, and Brunswick Buildings, are handsome stone-fronted commercial structures.

Banks.

In Washington Buildings, on the south side of Brunswick

CHAP. IV.

Street, was formerly situated the consulate of the United States of America. From 1854 to 1858 the office was held by Nathaniel Hawthorne, the author of the *Scarlet Letter*, etc., whose works have obtained a high reputation from their weird-like analysis of character and their charm of style. Hawthorne was by nature retiring and shy, avoiding company and addicted to long solitary walks. It is to be regretted that in his *Notes on England* he has indulged in a cynical spirit, rather bitter in expression, respecting a circle in which he never met with anything but the utmost kindness and consideration. In this respect his tone differs materially from the sunny memories of his compatriot, Washington Irving.

Nathaniel Hawthorne.

Following the old coast-line along the Back Goree, we will conclude our perambulation where we commenced it, at the bottom of Water Street.

General View.

The quarter through which our walk has just been concluded, constituted in the first half of the eighteenth century by far the most important part of the town.

In casting a glance back, one cannot but feel a sort of lingering fondness for what may be called the golden age of Liverpool. The town had just begun to find its proper vocation, commerce was flowing in from all quarters, land was in demand for building, rents were rising, and a steady tide of prosperity had set in.

Population.

The population in 1720 amounted to about 10,000, and in 1740 it had increased to 18,000. It must have been a pleasant little place to reside in. It is true the streets were narrow and tortuous, but they were lined by many stately mansions. The noble river flowed almost at their very doors, and landward, breezy hills arose all around. The air was redolent of the breath of kine and the odour of flowers. At the north end, the Ladies' Walk expanded its umbrageous shades, and the Maidens' Green presented its verdant sward,

> Where all the village train from labour free
> Led up their sports beneath the spreading tree.

Environs.

A little further on Love Lane offered a quiet walk, enclosed with hedges, scented with sweet hawthorn and honeysuckle. On the eastern side, in the early part of the century, the meadows descended in a gentle slope to the side of a purling brook. Crossing this, the great heath spread out its open expanse, dotted with the yellow gorse. This, however, was

early in the century enclosed as agricultural land. Higher up eastward, Mount Pleasant, Edgehill, and Lowhill, commanded magnificent views over the Mersey and the Dee, and predominating over all rose the Beacon Tower on the summit of Everton Heights. General View.

The character of the inhabitants at this period—the pioneers of the greatness of Liverpool, seems to have been kindly and pleasant, though somewhat primitive.

It is commonly supposed that the sobriquet of "Dicky Sam," applied to all native-born Liverpudlians, originated from their familiar style of addressing each other as Bill, and Tom, Jack, Dicky, and Sam, which to southern ears sounded somewhat uncouth. A learned Theban, however, in the columns of *Notes and Queries*, has made the notable discovery that "Dicky-Sam" is derived from the Greek διχασάμενος, "divided into two parts, or set at variance, in allusion to the political contests between Whig and Tory that have so often agitated the town." This picture differs materially from the harmonious unanimity described by Derrick; but it must materially increase our admiration for the attainments of young Liverpool, to be assured that even its nicknames were derived from a classical source. Name Dicky Sam.

CHAPTER V.

DALE STREET AND ITS NEIGHBOURHOOD.

CHAP. V.

Dale Street. Name.

We will proceed in this chapter to perambulate Dale Street, the eastern arm of the cross constituting the original Liverpool of King John. The name is probably derived from the dale or dell through which the brook flowed into the pool. It will be observed that beyond Manchester Street the road dips steeply down to Byrom Street, and rises again up William Brown Street. Anciently this declivity and hollow must have been much greater, and sufficiently accounts for the name of the street.

Earliest mention. A.D. 1330.

The earliest mention of Dale Street is in an ancient mortgage deed quoted by Baines, as follows :—

"To all the faithful in Christ who may see or hear this writing. Cecilia, formerly wife of Adam Uttinge, greeting; know that I, in my pure widowhood, and with full legal power, have given, etc., to Richard de Walton, the half of a burgage in the town of Lyverpoll in le Dele Strete, between the land of William Barret on the east, and the land of Richard Teive on the west, to be sold, etc., rendering to Alexander, son of Matthew de Wally, eighteen silver pence. These being witnesses, John de Mora, Adam son of William, Adam le Clerk, Adam Baron, and others. April 15, 3 Edward III. (1330)." Several conveyances are extant of lands in this street in the fifteenth century.

A portion of the original burgage tenements were here situated. In the 8 Henry V. (1420) Henry de Bretherton, chaplain, and Richard del Crosse, convey to Hugh de Botyll half a burgage, with the buildings thereon in Dale Street, between the burgage formerly of Symon de Byrkedale, and the fourth part of a burgage of John de Lynacre on the corner of the foresaid street, in breadth from the front to the corner of the solar to the upper part of the wall of the upper schoppe, etc. At the time of the "Moore Rental" (1667) it was partially built up to the front

on both sides; on the north nearly to Cheapside, and on the south about as far as Temple Street. A windmill is mentioned, but no clue is given as to its site, and it was destroyed before the date of the earliest existing map. Although houses were built to the front, the lands behind remained in fields and gardens for nearly a century later. "Moore Rental."

In the Chorley Survey (1688) there are described as belonging to the Moore estates 15 houses, stone, brick, and timber, the roofs principally thatched. One brick house containing three bays, with barn, garden, croft, and two lands in the town-field was valued at £12 per annum.

In 1758 advertisements appear, such as the following from Williamson's *Advertiser*: "To be let for a term of years, a commodious dwelling-house sashed, situate in Dale Street near the Exchange, 11 yards to the front, and 150 yards backwards, with a good stable, brew-house, and a garden upwards of 100 yards long." A.D. 1758.

In 1725 the fringe of houses had extended nearly as far east as Fontenoy Street, with open fields behind. About the middle of the century these open spaces began to be filled up, and most of the streets between Dale Street and Whitechapel were laid out and partially built on. On the north side buildings were more sparse. Beyond Hatton Garden, down to 1796, the buildings only extended back from Dale Street about 100 yards. The whole space beyond this was open ground until the early part of the present century. A.D. 1725. Building. A.D. 1796.

It need not be repeated of any of the earlier streets of Liverpool that they were narrow and irregular. Dale Street was no exception to the rule. Being the principal entrance into the town from Manchester, London, and the greater part of England, it became a busy and populous thoroughfare, and long continued so, until changes were made which seriously diminished its importance.

The first attempt at improvement was made between 1786 and 1790, after Castle Street had been widened. A noted public-house, called the Black Horse and Rainbow, at the corner of High Street and Dale Street, was taken down and the street set back. Buildings were erected to correspond in character with the architecture of Castle Street, which remained until taken down about 1859 for the erection of the Liverpool and London Chambers. We have a graphic representation of Dale Street soon after this date—say 1794—in one of the Improvements. A.D. 1790.

CHAP. V.

View in A.D. 1794.

Gregson drawings. The view is taken from the corner of Messrs. Jones's shop, top of Water Street. The two corners of Castle Street are shown as altered in 1786, Messrs. Clarke's bank at the east, and Messrs. Jones's shop at the west angle. The new shop corner of High Street, is called "Renshaw's." A short range of new buildings is continued, ending with the Old Cross Keys Inn—afterwards rebuilt as the George. The view is carried eastward along the narrow perspective of Dale Street. In the foreground a sailor with large buckles in his shoes, dressed in the professional blue, with loose trowsers and black silk necktie, holding a purse of prize-money in his hand, is being enchanted by a lady in blue, with a towering head-dress. Another lady in steeple-crowned hat with immense waving feathers is talking to a gentleman in a red coat, purple waistcoat, buckskins, and silk stockings. A sedan chair is set down in front of the Exchange, the chairmen in long blue frocks are lounging about, fraternising with the street *gamins*. A water-cart, with one woman driving, and another walking with a bucket in her hand to serve customers. A coach-stand with three coaches, two horses each, the coach bodies raised an immense height from the ground on large C springs. A stage-coach with four horses is careering along Dale Street, with outside passengers in front, and the old basket behind. Messrs. Jones's window is radiant with plate, attracting gazers as at the present day.

A.D. 1803.

Before 1803, the north side of Dale Street was widened as far as Hackin's Hey. On the erection of the New Exchange and the consequent alterations in High Street, a passage was left from Dale Street to Tithebarn Street. For many years this went by the name of Juggler Street, the vacant land being occupied as a market, and used as the *locale* of wild beast and other shows. About 1821, the land was built on and the name changed to Exchange Street East.

Juggler Street.

View in A.D. 1804.

Another of Mr. Gregson's drawings represents Dale Street in 1804, taken from near the Exchange. The shop at the corner is now occupied by Messrs. Morton and Hesketh, grocers, with several shops adjoining; then the George Hotel just erected, with the statue of the George and Dragon in front. Beyond Hackin's Hey the buildings project forward, leaving the street very narrow. On the right or south side, the site of the North-western Bank is occupied by shops—Shaw, Saddler, etc.; a sign board on the gable, "Nevitt's Printing Office;" further on, the

Golden Lion Inn with the statue of the Lion in front, his tail turned towards the Town-hall. A little farther on, the old Angel Inn, and John Street beyond. Opposite the Golden Lion stands a four-wheeled vehicle, in appearance precisely a modern omnibus, except that there is no provision for outside passengers. There is a volunteer soldier in red swallow-tailed coat, white cross belts, tall shako with immense red and white feather, breeches and gaiters, and a sergeant girt with a heavy silk sash and pendant and sword, with a lance in his hand, and a small drummer in green jacket, with green cap and feather. The pedestrians have powdered hair, tight-fitting coats, blue, green and red; small-clothes with Hessian and top-boots. The shops have bow windows, with small squares heavily timbered.

Let us now advance along the street, taking notes as we proceed.

Friends' Meeting House.

In Hackin's Hey, a few yards out of Dale Street, stood the original Quakers' Meeting House, erected in 1706, with a burying-ground attached. About 1796 this building was forsaken for a newly-erected meeting-house in Hunter Street, still so occupied. The old building was subsequently turned into a school. About 1863 a new school was erected in Islington, and the premises in Hackin's Hey were sold and pulled down. The site is now occupied by a pile of offices called Batavia Buildings.

The narrow avenue named William Street was originally called Blackberry Lane, not from the bramble bushes, but from the fact that the two houses at the corner of Dale Street were occupied, one by Mr. Black, the other by Mr. Berry.

Sugar trade.

In describing his property in Dale Street in 1667, Sir Edward Moore speaks of the "Sugar House Close," already mentioned (vol. i. p. 111). The particular spot alluded to cannot be identified, but it is certain that the sugar boiling did settle in Liverpool soon after. The progress of the African trade, which brought back in sugar and rum manifold returns for the goods sent out to purchase slaves, contributed also to the success of the sugar refining business, which became a very important part of the manufactures of Liverpool. Bachelor Street and Orange Street, which must be very near the locality indicated by Moore, have been from time immemorial seats of the manufacture, which is still carried on on a very extensive scale by Messrs. Macfie and Co.

On the opposite side of Dale Street, behind the houses on

CHAP. V.

the space now occupied by the lower part of Union Court, long stood a large sugar house belonging to the Tarleton family. Dale Street being the principal avenue to and from the town, inns and taverns as might be expected were somewhat numerous. One of the oldest and most important was the Golden Lion, which was at election times the head-quarters of the Blue or Gascoyne party, during the many years the borough was represented by the General or his brother.

Inns.

This and the adjoining buildings were swept away in 1837-8, and the present structure erected for the Royal Bank from the designs of Mr. Samuel Rowland. After the failure of the Bank in 1867 the premises were sold to the Queen Insurance Company for £95,000.

Other Inns now removed were, the Golden Fleece, the Cross Keys, the Bull and Punch Bowl. The first of these is noteworthy, as from thence set out the first stage-coach ever issuing from Liverpool, according to the announcement from Williamson's *Advertiser*, September 19, 1760 (quoted vol. i. p. 203).

Travelling.

It is a fact which might appear almost incredible, that up to the year 1760 there was no road for wheel carriages into the town of Liverpool. The goods and produce were conveyed between Manchester and Liverpool by the Mersey and Irwell Navigation. What came landward had to be carried on the backs of packhorses. In 1760 the turnpike road to Prescot and Warrington was completed, thus enabling the "machine" above advertised to perform its journey. Previous to this, all journeys to and from Liverpool had to be performed on horseback.[1] Thus we find it advertised in 1753, that every Friday morning William Knowles and others started from the Swan with two Necks, Lad Lane, London, with a gang of horses for the conveyance of passengers and light goods, and reached Liverpool on the Monday evening following.

Again, in 1756, Mr. Benen advertises that he travels regularly post from Liverpool to Lancaster, and that he has two good double horses on the road for the convenience of ladies.

George Hotel.

The Cross Keys was rebuilt about 1790 by the Corporation, and called "The George;" a very well executed group carved in wood, representing the slaughter of the Dragon being placed in front. Here were held, as long as the house stood, all the Corporation sales of property. These took place in the evening.

[1] A.D. 1581, 40s. allowed Hy. Denn for horse-hire and expenses attending Mr. More to London.—*Town Records.*

CHAP. V.

The company were seated in a large room frequently crowded to excess. Previous to the sale, and at intervals during its progress, the expectant bidders were plied with hot punch and strong liquors, to quicken their perceptions as to the value of the lots offered for sale. The results, as might be expected, were occasionally unfortunate, and the scenes enacted somewhat irregular. In 1857 the hotel was sold by the Corporation. The buildings were taken down and the Queen buildings, originally the Queen Insurance Buildings, erected on the site from the designs of Mr. J. A. Picton.

Bull and Punch Bowl.

The Bull and Punch Bowl stood at the bottom of Moorfields. At this point the early improvements terminated, and the tavern remained for many years a conspicuous object, projecting forward like a promontory beyond the line of the other buildings.

Angel

The Angel Inn is one of the old taverns, and was a quaint, primitive looking structure down to about 1840, when it was cleared away and rebuilt in connection with Brotherton's Buildings. These were built in 1832 from the designs of Mr. Hadfield of Manchester.

At the opposite corner stand the Royal Insurance Buildings, which were erected in 1847 by Mr William Grellier of London.

John Street.

We have now arrived at John Street, one of the most important links of communication for heavy traffic between the north and south. This street was laid out and built on very early in the eighteenth century, as far as Harrington Street. So it remained until about 1770, there being no communication between Harrington Street and Lord Street. About this time it was cut through to Lord Street, the extension being called New John Street, and continued forward by a new cut called Marshall Street towards the Old Dock. There is nothing very noteworthy about the history of John Street. It was narrow and dingy like all the rest. Mr Richard Hughes, mayor in 1756, resided in this street. He was proprietor of the Copperas Works, which gave their name to Copperas Hill.

Post Office

The Post Office about the middle of last century was situated on the east side of John Street, between Dale Street and the opening to Prince's Street. It was a single dwelling in which lived the postmaster Mr Thomas Bushell, with a little hole in the window for the delivery of letters. In 1781, the Post Office was removed to Lord Street, where it remained until 1809, when it was removed to Old Post Office Place, Church Street. In 1775 there was only a single letter-carrier

CHAP. V.

for the whole district, no greater number being allowed for any provincial town. The brother of the then postmaster, Mr. William Statham, was an attorney-at-law, who resided at the north-west corner of John Street and Matthew Street. His son Richard, and his grandson William, successively filled the office of town-clerk, which was continued for another generation in the family by the marriage of his great-granddaughter to Mr. William Shuttleworth, town-clerk from 1844 to 1867. There is an interesting reminiscence of John Street connected with the history of the Liverpool Library—not the Free Public Library, but the proprietary Library now at the Lyceum. About the middle of the last century a few gentlemen were in the habit of meeting for the discussion of literary subjects at the house of Mr. William Everard, a schoolmaster and an eminent mathematician, in St. Paul's Square. About 1756 or 1757 the *Monthly Review* was commenced, and the little club agreed to take it in. This led to the purchase of other books, which were kept in a chest in Mr. Everard's parlour, and began to be circulated amongst the members. This was found so convenient, that on May 1, 1758, it was determined to establish a general circulating library, asserted to be the first of the kind in the kingom. The first catalogue was issued on November 17, 1758, and contained (including pamphlets) 450 volumes, with 109 subscribers at five shillings per annum each. In 1759 Mr. Everard commenced business as surveyor and architect, and built himself premises on the west side of John Street, a few yards from Cook Street. In this building provision was made for the reception of the library, of which Mr. Everard was the first secretary and librarian. About 1786, the accommodation proving insufficient, a scheme was got up for the erection of a building in Lord Street, a little below John Street, on the principal of a tontine, each subscriber nominating a life, the survivor to take the property; the building to be for public purposes and to provide accommodation for the library. In 1787 the library was removed to the new building. It may not be without interest to Liverpool readers to mention the names of a few of the most prominent members of the institution about this period; Mr. William Roscoe, Dr. Currie (the biographer of Burns), Mr. William Rathbone, the Rev. Thomas Dannett (Rector), Dr. Bostock, Dr. Brandreth, Rev. John Yates, Dr. Worthington, Dr. Rutter, Dr. Lyon, Mr. Evans (afterwards Sir William David Evans, Recorder of Bombay), Mr. Daulby and Mr.

Liverpool Library.

Brooke. In 1803, the institution had become so flourishing that to provide for its increasing wants, the building called the Lyceum in Bold Street was erected, where on May 13, 1858, the centenary of the Library was celebrated with great *éclat*. Liverpool Library.

John Street was in all probability the birthplace of John Almon, a native of Liverpool, born in 1735. He was apprenticed to a printer, but ran away to sea. He subsequently found his way to London, and after some vicissitudes opened a bookseller's shop in Piccadilly, where he devoted his attention to the publication of political pamphlets. Here he realised a fortune, and retired from business to a residence at Boxmoor, Herts. He tried to get into Parliament, but was unsuccessful. After a few years he returned to London, and married the widow of the publisher of the *General Advertiser*, which journal he continued to carry on with success. He was elected an alderman of the City of London. In 1770, for selling copies of Junius's *Letter to the King*, he was indicted and convicted of libel, and imprisoned in the King's Bench, from which he effected his escape to the Continent. Some years afterwards he returned, and retired to Boxmoor. John Almon.

He was the author of the following works:—*The extinct Peerage of England*, 1769; *Life of Lord Chatham*, 2 vols. 4to, 1792; *Biographical anecdotes*, 3 vols., 1797; *Life and correspondence of John Wilkes*, 3 vols. 12mo, 1805; and various anonymous political pamphlets. He died in 1805, aged 70.

From John Street we are naturally led to the district called "The Temple," consisting of Temple Street, Temple Lane, Temple Court, etc., behind the south side of Dale Street. Down to the middle of the last century, the whole of this locality was open unoccupied ground. About 1763, a chapel was erected by a body of seceders from the chapels in Key Street and Benn's Garden, who wished to have a liturgy in their public worship. One of the principal promoters was Mr. Bentley, afterwards well known as the friend and partner of Josiah Wedgwood. The building stood at the angle between Temple Court and Temple Place, surrounded with a burial-ground. Its form was octagonal, hence the congregation popularly went by the name of "Octagonians." The designer was Mr. Joseph Finney, a clock and watchmaker in Thomas Street.[1] The octagonal roof is said to have been curious in its construction, on a principle afterwards The Temple. The Octagon Chapel.

[1] This same Mr. Finney is said to have constructed a watch to be worn in a ring, which was presented to King George III.

CHAP. V.

adopted elsewhere. The effect of the building in the interior was light, cheerful, and agreeable. The experiment was not a successful one. The Rev. Nicholas Clayton, who was the first minister, preached his farewell sermon on February 25, 1776, after which the chapel was closed. Mr. Clayton removed to Warrington Academy, having succeeded Dr. Aikin as divinity tutor. He afterwards removed to Nottingham.

St. Catherines.

The building was then purchased by the Rev. William Plumbe, rector of Aughton, by whom it was licensed for the Established worship, and who officiated in it with considerable popularity for nearly ten years. Subsequent incumbents were Rev. — Wilmot and the Rev. Brownlow Forde, afterwards appointed the ordinary of Newgate. At his removal it was sold to the Corporation. In 1792 the Rev. Thomas Bold and the Rev. R. K. Milner were appointed joint incumbents. In 1820 the church was taken down, and the street carried over the site. It is worthy of remark that the Rev. Thomas Bold, who had been minister twenty-eight years when the church was taken down, continued to receive his stipend for thirty-nine years longer, or sixty-seven years in all—an instance almost unparalleled. After the erection of the Octagon the neighbourhood became built on, taking the classic name of "The Temple." Temple Court being a *cul de sac*, stopped by the church, a quiet, drowsy aspect naturally attached to the locality, which maintained its dignified, old-fashioned respectability down to a period comparatively recent. A large house at the corner of Temple Court and Temple Street, in a curious bastard Gothic style, was the residence of Mr. Joseph Fowden, an eminent merchant, of the firm of Fowden, Ker, and Berry. The alterations of 1820 let in the tide of public traffic, which disturbed the retirement, and changed the occupation of the buildings. The improvements of 1867-8, by which a new street, called Victoria Street, was carried in the line of Temple Court in the direction of St. George's Hall, completed the metamorphosis. Warehouses and offices cover the sites where the domestic hearth once diffused its genial ray, and the tide of commerce has engulphed in oblivion all the old associations. The name of "The Temple" now specifically attaches to the Commercial Buildings fronting Dale Street, erected by Sir William Brown, Bart., in 1864; but the streets, though greatly changed, preserve their old appellations.

Improvements.
A.D. 1820.
A.D. 1867.

Returning to our walk along Dale Street, we come next to Stanley Street, connected, as its name implies, with the Derby

family. A large portion of the land in Dale Street belonged to the Moores of Bank Hall. When their estates were sold, about 1712, the Dale Street property passed into the hands of the Earl of Derby, the Plumbes, and others. Stanley Street was laid out about 1740; but the land at the lower end not belonging to his lordship, the street could not be carried through to Whitechapel; hence the zigzag course which it pursues. This street long went by the name of New or News Street. It became at an early date a mart for second-hand or ready-made furniture, to which nearly every tenement was devoted; hence New Street became a byword for everything that was rickety and sham in the way of household goods.

Stanley Street.

We come next to Sir Thomas's Buildings. This street takes its name from the shrewd and versatile Sir Thomas Johnson, who played so important a part in the town's affairs at the beginning of the last century, and of whom I have already spoken somewhat at large. The site was purchased by his father, "Baly Johnson," from Sir Edward Moore previous to 1667, under the following circumstances: When Sir Edward was laying out Fenwick Street he wanted a small piece of land which belonged to Johnson as lessee for two lives. After treating with the "Baly," he says "he had the impudence to demand sixty pounds of me for that, when in truth it was worth but ten shillings per annum. And at last all I could bring him to was to take four lands in Liverpool field, which I could have had nearly thirty pounds for. Thus you may see that you must expect no mercy from such rogues; therefore in the name of God make the best you can of your own." He says further: "Remember there belongs a great close to this house, lying in the Dale Street, which runs down to the pool. If ever the pool shall be cut so as shipping shall come up on the back of the town, then this will be a most especial place to make a street, the only piece of land you have." "Baly" Johnson's four lands descended to his son, Sir Thomas, and he laid out a street and commenced building at the Dale Street end. In 1725 the east side was partially built on. The remainder was a rope-walk, with a barn and other buildings at the end next Whitechapel. A considerable portion was left unbuilt down to the end of last century. There is a chapel on the west side, near the top, which was erected soon after 1780 by the Jesuit Father Price, who separated from his colleague, Raymond Harris, at St. Mary's, Edmund Street. Father Price continued

Sir Thomas's Buildings.

"Moore Rental."

Sir Thomas Johnson.

CHAP. V.

Roman Catholic Chapel.

as officiating priest until his decease, in 1813. It then ceased to be occupied by the Roman Catholics. It has subsequently been tenanted by the Baptists, Independents, Hebrew Christians, Episcopalians, and was for some time occupied by a German congregation, under the charge of the Rev. Mr. Hirsch.

Improvements. A.D. 1820.

I have already alluded to the early improvements in Dale Street, which opened it out to its present width as far as Moorfields. Under the powers of an Act obtained in 1820, the north side was taken down and set back as far as Cheapside. About the same time a new street was opened from the bottom of Hatton Garden to St. John's Lane, and called Manchester Street. Previous to this time all the traffic to and from the east had to pass along Dale Street and up the steep ascent of Shaw's Brow. The inconvenience of this led to the cutting of the new street and the widening of St. John's Lane, by which the hill was ascended circuitously, and a better gradient obtained. Soon afterwards Elliott Street was cut through from Lime Street to Clayton Square. The result of these improvements was unfortunate for Dale Street. A large portion of the traffic was carried by way of Lord Street and Church Street; nearly the whole of the remainder passed down Manchester Street, and the narrow defile of the lower end of Dale Street and the steep brow beyond became almost entirely neglected, much to the detriment of the property there situated. This was in after years to a considerable extent recovered by further improvements, by which Dale Street was widened on the south side from Sir Thomas's Buildings to Byrom Street, Shaw's Brow entirely pulled down, the gradient improved, and the street greatly increased in width, so that the ancient thoroughfare resumed many of its previous advantages. In the meantime the tide had set in a different direction. The natural tendency was to draw towards the leading line of Church Street, and Dale Street has never recovered its original importance.

Cumberland Street.

Cumberland Street, narrow and uninviting as it looks, was once the residence of many respectable inhabitants. Mr. Francis Gildart, who was town-clerk from 1742 to 1780, resided here; and in Dale Street, hard by, in 1781, lived Mr. John Leigh, solicitor, afterwards of Sandhills, founder of the family of Leigh, of Luton Hoo, Bedfordshire.

Crosse Hall.

Immediately after passing Sir Thomas's Buildings we enter the precincts of the domain of the Crosses of Crosse Hall, an ancient family settled here from time immemorial, but of whose

history singularly little seems to be known. Their Liverpool property extended along the line of the Brook—equivalent to the modern Whitechapel and Byrom Street—from near Sir Thomas's Buildings to Addison Street, and inwards along Cheapside, Tithebarn Street, Marybone, to Addison Street again. Although the family during several centuries occupied a very important position in the borough, so entirely has all knowledge of them passed away, that even the site of their mansion is a matter of uncertainty. According to Burke the family first settled in Liverpool about 1350. Crosse Hall.

The first glimpse of their history appears in an indenture of 7 Henry V. (1419), by which Richard of the Crosse, one of the executors of Makyn of Kenyon delivers up to the son of the testator a suit of armour, thus quaintly described; "to wete, a muche maser haftet baslard harnesshet wyth silver, a girdell of silver, barret with lokkes and batches of silver, and another girdell of silver, barret throughoute; a colar all of silver, six bosses for a jak of silver, with foure poyntes of silke and silver, a tabule, one ymolde of silver in a purse of velvet and a payre of bedes of whyt ambre." The designation, Richard of the Crosse, may afford a clue to the origin of the surname. Just opposite the centre of the Crosses' estate stood, on the bank of the stream, the ancient Townsend Cross. Before the adoption of family surnames, any local peculiarity was made use of to identify the party described or signatory, and the then existing Cross was a very natural mark, by which Richard and the family generally could be made known. A.D. 1419.

About 3 Henry VIII. (1512), in the return to the collection of a subsidy of one fifteenth, Richard Crosse is debited with the sum of "xjs viiiid p terris suis." William More is debited with the same amount. As no other landowner in Liverpool is charged with an equal sum, it would seem that Crosse and Moore were the two squires of the day, and about equal in influence. In the king's rent-roll, taken 23 Henry VIII. (1532), Richard Crosse and Roger Crosse, Esquires, pay eighteen shillings per annum for land held under the Crown. I have already noticed that the chantry of St. Katherine, in the Chapel of Our Lady and St. Nicholas, together with a free school, had been founded (date uncertain) by John Crosse. At the time of the dissolution, Humphrey Crosse was the chantry priest, having "for his salary the proffits thereof, being vil ijs xd, being fifty yeares of age, and his liveing besides is ijl. A.D. 1512. A.D. 1532.

CHAP. V.

Crosse Hall. A.D. 1565.

During the reign of Elizabeth the Crosse family appear possessed of considerable influence in the town. "Magister John Crosse" was mayor in 1565, and again in 1572 and 1581. During the first of these years, Sir Henry Sidney, Lord High Deputy of Ireland, set sail on Saturday, December 22, from Liverpool for Dublin, with a convoy of barks "all charged with great horses, all fine apparell and other treasures, besides the worshipfull company and servitors, and all their costliness to a great abundant treasure of riches." On Sunday morning the wind freshened, "and about ten or eleven of the clock that Sunday at night, suddenly sprung and rose the marvelousest and terriblest storm of wind and weather, that continued about six houres or little less," which did great damage both on land and water.

Great anxiety was felt for the safety of the Lord Deputy and his company. "All Christian people called and cryed, praying and making humble prayers unto All Mighty to amend the weather, so fearfull and terrible, and to save the foresaid ships and barks with all the Christian people." Providentially the little fleet arrived in safety.

A.D. 1571. License to enclose.

In 1571, John Crosse, Esquire, made petition to the mayor and council, "to have license upon his cost, to take in and enclose a small parcel of ground at the lower end of his keys lying to his hall and demesne in this towne, out of the waste of Liverpool, for a foundation of a stone wall, which he meaneth to devise and make there in defence of his keys and closures of land from the seas and waters; and it was granted him; and Mr. Mayor and his brethren appointed and meted out as much as would suffice his interest in that behalfe, and by their wisdoms to be thought reasonable, and not hurtful to any evil example of unlawful encroachments."

A.D. 1574. Defences.

In 1574, as we have seen, the same John Crosse was one of five who undertook to defray the expense of repairing the defences of the town. He was elected mayor a third time in 1581-2.

Crosse Hall.

We here lose sight of Magister John Crosse, who vanishes into oblivion, nor does it appear that any of his descendants in Liverpool ever emerged into public notice. None of them ever filled the civic chair. In the *Moore Rental* we find several references to "Cousin Crosse" and the family property, from which it would seem that they occupied at that time a position very similar to that of the Moores, having land in various parts of Liverpool.

CHAP. V.

In 1640 an Inquisitio post mortem was held at Preston to inquire into the estate of John Crosse, who died December 3, 1640, leaving four sons. Crosse Hall.

The property in Liverpool is thus described: "3 messuages and burguages, 1 dove-cot, 1 windmill, 80 acres meadow, 40 pasture, 10 wood, held of the king as of his Duchy of Lancaster in free burgage, by a rent of 23s. 10d.

1 large messuage, etc., called Crosse Hall, 40 acres arable, 5 meadow, 30 of pasture, 40 of wood, etc., in Chorley and Heyley."

In Blome's description of the town (1673), we read that, A.D. 1673. Blome. "on the east side is an ancient mansion-house called Crosse Hall, where divers worthy gentlemen of that name lived for many generations." This is the last record we possess of the existence of the hall and the residence of the family in Liverpool. In the maps published fifty years afterwards, the hall is gone, and the front line to Dale Street built upon, leaving no record where the old house stood. There is reason, however, to believe that down to 1860 a portion of the out-houses remained enclosed amongst the buildings between Preston Street and Crosshall Street, adapted to modern purposes. About that date the buildings were all cleared away, and the last relic of the Crosses in Liverpool disappeared.

About A.D. 1700 may be fixed upon as the date when the Crosses removed from Liverpool to Shaw Hill, near Chorley, after which the mansion was taken down and the land laid out for building. Peter Street, Cross-Hall Street, Preston Street, Shaw-Hill Street, etc., were set out and principally built on by the middle of the eighteenth century. A large silk factory was erected on one portion, the street adjoining taking the appropriate name of Spitalfields. The land was let on leases for lives and years, and little or no restriction being exercised, the whole quarter gradually drifted into a squalid, over-crowded, insalubrious district. An act was obtained in 1854, under the powers of which, and of a subsequent Act in 1861, the whole district between St. Thomas's Buildings and the back of Manchester Street was cleared away, the streets absorbed and new lines opened. Under the same Act powers were taken to open a new street from North John Street to the bottom of Manchester Street, which runs through the Crosse estate, constituting the present Victoria Street. The site of Manchester Street and the land beyond long remained open behind the houses, first as gardens, then as timber-yards, tan-yards, etc.

Peter Street, etc.

Improvements. A.D. 1854, 1861.

Victoria Street.

CHAP. V.

Saracen's Head.

At the top of Peter Street on the south side of Dale Street, stood the well-known Saracen's Head Inn, for many years the seat of the world-famed coaching establishment of Bartholomew Bretherton.

Down to the end of the last century the conveniences for travelling to and from Liverpool were meagre in the extreme. In 1760, as related above, the first stage-coach was established from Liverpool. In 1766, from the first Directory published, we learn that "there are two stage-coaches which go constantly to London, viz., in three days during the winter season, and in two days during the summer season, one from the Golden Talbot in Water Street, and the other from the Millstone in Castle Street." There was a coach to Kendal, Lancaster, and the North, once a-week. Perhaps the greatest evidence of the change made in a hundred years is the fact that in 1766, the intercourse between Liverpool and Manchester by public conveyances was limited to a single vehicle going three times a week in summer, and twice a-week during the winter months. We must not omit, however, the stage-waggons, which at that time played a very important part in the facilities for business. Thus we read:

Travelling. A.D. 1766.

"The London stage-waggons come to and set out from the Nag's Head, Workhouse Lane (now College Lane), every Tuesday and Friday, with goods and passengers to and from London, or any part of the road; Thomas Sutton, bookkeeper, who may be spoke with every day in the week upon 'Change at 'Change hours."

A.D. 1781.

In 1781 we have advertisements of three coaches to London, one daily in forty hours, two three times a week in two days, and a diligence every day, taking two days on the road. The latter must have been a superior sort of conveyance, for the fare was £2 : 15s., whilst by coach it was only £1 : 11 : 6 inside, and £1 : 1s. outside. The intercourse with Manchester had increased to three coaches and one diligence daily, besides two coaches in connection with the Duke's Canal. There were also two coaches daily to the North, and one three times a week to Wigan.

Mails. A.D. 1785.

The mails continued to be carried on horseback down to 1785, when Mr. Palmer's scheme for mail-coaches was adopted by the Government. In that year we find the following advertisement in Gore's *Advertiser* of July 22: "Golden Lion, Dale Street. The Original Mail-Coach, with a Guard all the way,

will set off on Monday next, the 25th instant, at four o'clock in the morning, and so to continue every day. To go in 30 hours. Fare £3 : 13 : 6. Notice is hereby given that all Carters, Chaise Boys, etc., betwixt Liverpool and London, are to observe that when they hear the horn of the Guard to the Mail-Coach, they are immediately to turn out of the road and make way for the same. If this caution is not strictly attended to, they will assuredly be prosecuted, as the law in that case directs." Travelling.

In 1796 there were four coaches daily to London (including the mail), two to Manchester, one coach each to York, Bristol, Bolton, and Lancaster. A.D. 1796.

There were also two coaches every morning to Warrington in connection with the packet-boats on the Duke of Bridgwater's canal to Manchester.

This was the extent of the accommodation for travellers. About the beginning of this century Mr. Bretherton, then a tradesman in the town, was sagacious enough to perceive the opening, and enterprising enough to carry it out with perfect success. By ramifying his connections to all parts of the kingdom, and providing a superior style of conveyance at an increased rate of speed, travelling was soon developed to an extent never previously dreamt of. In 1805 the number of coaches leaving Liverpool daily had increased to about fifty, a large proportion of which were worked by Messrs. Bretherton and Co. from the Crown Inn, Redcross Street, the Coach and Horses, Whitechapel, and the Angel and Cross Keys, Dale Street. Bretherton. A.D. 1805.

Not long after this the head-quarters were fixed at the Saracen's Head, Dale Street, the coaches leaving by an archway into Dale Street, and entering by Whitechapel and Peter Street, the latter street terminating in the Inn yard.[1] In 1832 the coaches leaving Liverpool daily were about a hundred, though nearly the whole of the Manchester stages had been discontinued, owing to the construction of the railway. From this time they gradually decreased as one railway after another became completed, until they have now become—in this quarter—subjects of historical interest only. Mr. Bretherton realised an ample fortune by his spirit and enterprise. In the evening of his days he retired to Rainhill, where he purchased an estate and built a A.D. 1832.

[1] It is stated by Smithers (writing in 1825) that the duty and tolls on a coach from Liverpool to London amounted at that period to £333 : 8 : 4 per annum.

CHAP. V.

Travelling.

mansion, in which his widow long resided, and died at a very advanced age. His only daughter married first Captain Gerard, brother of Sir Robert Gerard, Bart., and secondly the Hon. Mr. Stapleton, whom she survives.

Proposed hotel.

After the property between Sir Thomas's Buildings and Crosshall Street was removed, a grand scheme was brought out for the erection of an International Hotel on the site. A prospectus was issued, and on the strength of it some individuals were found enterprising enough to pay to the Corporation about 1858 £1000, as deposit money under a contract for the purchase of the land. The scheme, however, would not float, shareholders were scarce, and after a twelvemonth's struggle the plan was abandoned and the deposit-money forfeited.

Public offices.

Soon afterwards a plan for the erection of a building to concentrate the Corporate Public Offices on the site was sanctioned by the council, and the result is the building now occupied as municipal offices. There are some novelties in the design, which is bold and imposing, with a dominating tower and square pyramidal spire. Having been commenced by one architect, Mr. John Weightman, former Borough Surveyor, and completed by his successor, Mr. E. T. Robson, each gentleman has impressed his own character of design upon the structure, which, it may be thought, somewhat mars its unity of effect. It is unfortunate that the building approaches so near the line of Dale Street. A recess of fifteen or twenty yards back would have added power to the design, and have contributed materially to the effect of the street.

Improvements.

Let us now return to the north side of the street. We traced the improvements of 1808 as far as the Bull and Punch Bowl at the foot of Moorfields. The narrow part of the street from thence to the Police Court was widened on the north side

A.D. 1820.

under the Act of 1820. Near this long existed the coach manufactory of Messrs. Newby and Varty, afterwards removed to Lime Street, near the railway station, and subsequently discontinued.

Hockenhall Alley.

Hockenhall Alley is so called from the family of the Hockenhalls, of Tranmere, who had property in the town, and who intermarried with the Moores. Before Dale Street was widened, a curious gabled brick house stood at the corner. Of this, or a house in the neighbourhood, Moore says: "I bought this house of my cousin, Henry Hockenhall, of Tranmere." Thomas Hockenhall served the office of mayor in 1610. The Old White

Bear Inn stood near by, and between the two there were several rows of shambles erected about 1765, which continued down to 1790.

Police Courts.

A little beyond Cheapside we arrive at the front of the Magistrates' Courts and Police Office. This site has had a variety of occupations, and contains a little history within itself. If any of our older maps are consulted, especially Perry's of 1769, the spot will be found marked "Wyke's Court," entering by a narrow mouth from Dale Street widening out within into a tolerably spacious area, flanked by buildings on each side, a garden at the end, railed off, with pleasant fields beyond. Here lived and died John Wyke, watch and watch-tool and movement maker, a man probably little known beyond his immediate sphere, but who within that sphere fulfilled all the duties of a good citizen, and exercised a beneficial influence in his day and generation. He was a native of Prescot, which has been for a long period the seat of watch-tool and movement making. The mode in which this trade was introduced into the parish of Prescot is curious and interesting. The copy-holders in this parish anciently held under the Barony of Halton, as armourers providing implements of war and armour for their lord. When tenure by military service was abolished, and when armour became less in request, the artificers casting about for employment, took up the manufacture of files and small tools, which naturally led to clock and watch movements. John Wyke became famous for watch tools, and instruments for the cutting of toothed wheels, chains, mainsprings, etc. On clock-dials made by him his favourite mottoes were: "On time's uncertain date man's eternal hours depend;" "Time wasted is existence, used is life." "O time, than gold more sacred!" In 1758 he removed to Liverpool, and first established himself in King Street. In 1764-5 he commenced the erection of his premises in Dale Street, on land he had purchased before leaving Prescot; the buildings consisted of workshops, warehouse, and dwelling-house, finished with considerable taste. The house was crowned with an octagonal turret, with lights all round, surmounted with a lion rampant. A semi-octagonal projection, architecturally finished, commanded a view of the whole establishment. The garden behind had a pleasant summer-house, with a room over, having a conical roof, crowned with a pine-apple at the top. Here for twenty-three years lived John Wyke, actively engaged in the duties which lay before him; and on September 10,

Wyke's Court.

John Wyke.

Watch-making.

Buildings, Dale Street.

CHAP. V.

1787, he entered into his rest. Now let us see what there was in his life at all worthy of commemoration.

John Wyke.

In 1769, the year after the establishment of the Royal Academy in London, a vigorous attempt was made to establish in Liverpool an institution of a similar character. In this John Wyke was one of the most active promoters. In 1778 we find him amongst the philanthropists who established the Dispensary, which was commenced in a building on the east side of John Street. In 1782 the institution was removed to Church Street. In the affairs of the parish also Mr. Wyke did his duty as a good citizen. Induced by his friend Bentley, he had become one of the "Octagonians" alluded to a few pages above; but when the chapel was abandoned he returned to the communion of the Establishment in which he had been brought up. In his last will and testament he was not unmindful of the charities of his native place (Prescot), and the Blue Coat Hospital, the Infirmary, and Dispensary of Liverpool partook of his bounty. His remains were deposited in the graveyard of Prescot Church, attended by a large company of friends. The Blue School Boys of Liverpool accompanied the *cortége* as far as Low Hill, singing a funeral hymn, and the children of Prescot met the body and took up the strain as it proceeded to the church. In this little life-history there is nothing very stirring, nor perhaps very remarkable; but if Milton's adage be true—

> Rightly to know
> That which before us lies in daily life,
> Is the true wisdom,

the man who by skill and industry in a useful art raises himself to eminence and respectability, and employs his means and influence in promoting objects of public usefulness and philanthropy, surely deserves honourable mention, when the scene of his life and labours comes within our notice.

After Wyke's decease the business does not appear to have been carried on. The buildings round the court were converted to various uses, and let in tenements. About 1820 the premises were purchased by the Gas-light Company, then newly established; the buildings were taken down, and gas-works erected, with offices to the front, presenting a neat elevation of brick and stone, with an arched gateway, over which was the Liverpool Liver, with the motto from Horace, *Ex fumo dare lucem*. After the lapse of another thirty years a further change took place.

Gas-light Company

The Gas Company removed their offices to Newington, and their works to various parts of the outskirts. The property was sold to the Corporation, and now forms part of the site of the Magistrates' Courts and the police establishment.

Hatton Garden.

The street adjoining, called "Hatton Garden," it might naturally be supposed, takes its name from its London prototype, but in reality it is not so. The street, now so important a thoroughfare, only dates from the year 1806. About that time Messrs. John and Richard Johnson, bricklayers and builders, who had their premises in the adjoining Johnson Street, purchased a quantity of land which was then open fields and gardens, on which they erected lime-works, etc. The new street formed through this land they named after Hatton, a village near Warrington, their native place. This now forms a most important link of communication from north to south; and, under the powers of the Improvement Act of 1864, it has been considerably increased in width.

Johnson Street.

Johnson Street (so called from the owner of the land), North Street, and Trueman Street were laid out and partially built on from 1775 to 1785. The Bull Inn, corner of Trueman Street, including the adjoining premises, now converted into shops, forming altogether a noble mansion, was built, about 1790, by Mr. John Houghton, a distiller or rectifier, who had his works in Trueman Street, adjoining. The same gentleman erected at his own expense Christ Church, Hunter Street, to be referred to hereafter. The name of Fontenoy Street would be naturally ascribed to the battle of Fontenoy, fought in 1745, but it was not formed until about 1780. In the map of 1785 it is only built on one side.

Bull Inn.

John Houghton.

North of Dale Street

The district lying behind the north side of Dale Street, extending from Marybone to Byrom Street, remained open fields down to the early years of the present century. It was part of the patrimony of the Crosses. In the latter part of the last century it was bounded on the east by the open brook, which ran along the course of Byrom Street into the Pool. After being used as brick-yards for about forty years, in 1806 or 1807 building operations were commenced. Great Crosshall Street was laid out as a spacious thoroughfare, connecting Byrom Street, Tithebarn Street, and Vauxhall Road. The streets leading from Dale Street northwards, Fontenoy Street, Trueman Street, etc., were continued forward into Great Crosshall Street. Beyond this street the land was laid out principally for cottages. Some

CHAP. V.

Streets northwards.

Cottage buildings.

Churches and chapels.

Schools.

of the leading lines, Adlington Street, Bispham Street, etc., were sufficiently wide; others, such as Lace Street, Henry Edward Street, and Harrison Street, were wretchedly narrow and contracted, but the whole arrangement was essentially vicious in one respect—the crowding together of too many tenements on a given area. The cottages in themselves, perhaps, were not much to complain of, had adequate space been afforded for ventilation and accessories, but the system of courts closed at one end with a narrow passage for access at the other, where the air stagnated, and was additionally poisoned by the open privies and ashpits standing in the courts, was one which the most scrupulous cleanliness could only render endurable, and unfortunately the exigencies of commerce have attracted a class of unskilled labourers, whose normal habits have tended to intensify the evil. Since public attention has been called to the subject, much has been done in the way of opening out the entrances to the closed-up courts, and providing suitable conveniences for the poor inhabitants, but the only thorough remedy which could be applied would be entire reconstruction. Means were not wanting for the elevation of the toiling masses in the locality, but the provision for religious instruction is somewhat scant. Within the large densely crowded irregular triangle, extending from the Town-hall to Bevington Bush, bounded on the north by Tithebarn Street and Marybone, and on the south and east by Dale Street and Byrom Street, comprising the whole of Exchange Ward, except the offices and warehouses west of the Exchange, there is no English Protestant place of worship. There existed formerly a Welsh Calvinistic chapel at the top of Great Crosshall Street, now closed, and a Welsh Baptist chapel on the south side of the same street. The whole of the English population is left to the care of the Roman Catholics, who have two large churches, one St. Mary's, in Edmund Street, the other, Holy Cross Church, on the north side of Great Crosshall Street, the latter erected by the munificence of a private individual. The Catholic body have also large schools connected with Holy Cross Church, and other establishments at the top of Edgar Street and in Fontenoy Street. There are national schools in Moorfields connected with St. Nicholas's Church, and in Great Crosshall Street connected with St. John's Church. The North Corporation School, now transferred to the School Board, in which about 1500 children are educated, lies on the very edge of this district.

Gin palaces and public-houses abound, but there is great lack of any attempt at the means of popular recreation, or amusement of an innocent, or indeed of any kind, and not a single open space, square, or playground other than the public streets, to which the toiling multitudes can have access.

Northern District.

I have dwelt a little on these particulars, as exhibiting the mode of growth of great cities in modern time. Here is a district as populous as many a respectable-sized town, the greater part of which has sprung into existence almost within the memory of persons now living, and the growth of which may be aptly described in the language of Holy Writ "as if a man should cast seed into the ground, and should sleep and rise night and day, and the the seed should spring and grow up, *he knoweth not how.*" It might be added—"he careth not how." The ignorance and indifference under which the crowding process has been going forward is much to be deplored. A more intelligent as well as philanthropic spirit has been gradually developed, the fruit of melancholy experience and stern necessity, and under its influence we have been slowly groping our way with many stumbles and shortcomings into the light of practical knowledge. To redeem the past will be a serious work of time, perseverance, and outlay.

Marybone.

Paddy's Market.

Before closing this chapter, if the gentle reader will accompany me, we will just step across Marybone to make a survey. Turning a few yards up Banastre Street, we come to a grimy-looking brick shed, in and out of which throngs are continually passing, with garments of all colours and textures. The appearance of most of them indicates that,

> Though they are on pleasure bent,
> They have a frugal mind.

Let us enter. We find ourselves in a moderately lofty building lighted from the top, with an earthen floor, and surrounded by a rude wooden gallery. This is Paddy's Market; or, if you prefer the more euphonious and high-sounding title—"St. Patrick's Bazaar." It smells of the turf—turfy. Milesian to the core, you may hear the brogue in every variety of accent. Rag Fair, in London, is usually supposed to be in the hands of the Hebrew race; in Liverpool the sons and daughters of Erin have it all to themselves. Clothing of all forms, fashions, colours, and textures; silks and satins, velvet and brocade, broadcloth, kerseymere, and tweed, are piled up in assorted

CHAP. V.

Paddy's Market.

heaps for the attraction of customers. Chaffering and bargaining, noise, din, and confusion prevail. There is much to amuse, and, it may be, to turn into ridicule, if we are so disposed; but the scene gives food for reflection of a sadder and, it may be, of a more sentimental kind. If these garments could speak, what histories might they not unfold, what studies of character might they display! Here is a suite of bridal attire of antique cut and pattern; its brightness has faded, its lustre no longer dazzles the eye. But what of the fair form on which it was once displayed? Is the eye still bright, does the cheek dimple with a happy smile in the midst of a dear domestic circle? Or has the brightness of anticipation faded away into gloom and disappointment, and does sadness brood over the domestic hearth? Here is a solemn suit of sables of the most fashionable cut. Were they first put on to follow to the grave the extinguished light of the dwelling, the one dearer than life itself? Or were they only the outward sign of a simulated grief, only half-concealing the joy of an inherited accession to fortune? Look at this elegant bonnet, bright with flowers a little the worse for wear, which this stout, honest-looking Irish servant-of-all-work is bargaining for. Won't Biddy look fine when she goes to mass next Sunday? Won't Paddy *bach* think her prettier than ever? Mistresses may rail as they please at the love of finery in servants, and philosophers may lay down sumptuary regulations as to the dress becoming the different classes of society, but the love of beautiful forms and colours is innate in woman—distorted as it too frequently is—and contributes greatly to the charm of her character. But, "hallo, my fancy, whither wilt thou go?" Whilst we are moralising, an ancient-looking "cove," anxious for business, accosts us. "Buying, sir? What would you like, sir?" "Nothing to-day, thank you." We will not carry away garments, but a peep into a new chapter in human life—

> And at our more considered time we'll read,
> Answer and think upon this business.

And so ends our perambulation of the Dale Street district.

PUTNEY

CHAPTER VI.

LORD STREET TO SOUTH CASTLE STREET, ETC.

CHAP. VI.

Our walks have hitherto been confined to the more ancient streets of the town, those of which it may be said "that the memory of man knoweth not to the contrary." Before crossing the brook and directing our attention to the more modern part of the town, let us devote a few pages to a quarter which may in one sense of the word be termed the "mediæval district."

Castle Hey.

On the east side of the Castle, extending from the fosse to the bank of the tidal stream lay the "Castle Hey" and the "Castle Orchard." These are several times referred to in ancient documents. The members of the Molyneux family, though not hereditary constables of the Castle until 1446, were frequently appointed to the office, and from time to time they held leases of the Crown property in the borough.

Molyneux family. A.D. 1446.

A.D. 1628.

In 1628 Charles I., as already recorded, sold to a company of merchants in London the fee-farm rents and lands within the Borough of Liverpool. These were again disposed of by the purchasers, and thus the "Castle Orchard" fell into the hands of the Molyneux family.

A.D. 1668. Castle Orchard.

This was the state of things soon after the "Moore Rental" was written, say 1688-70. A footpath led down the Castle Orchard to the pool stream, which was probably crossed by a foot bridge, leading to the Great Heath or Common, occupying a large portion of the land east of the pool and south of London Road. The disputes which arose between Lord Molyneux and the Corporation respecting the right of way and its fortunate termination by the lease and subsequent sale of the manorial rights to the Corporation have already been recorded.[1]

After this treaty the street (Lord Street, at first Lord

[1] Vol. i. p. 115 *et seq.*

CHAP. VI.

Lord Street, formed.

Molyneux Street), was formed, and a stone bridge built across the stream. This bridge still exists a few feet under the pavement. In the year 1851 when excavations were being made for the sewerage, the arch of the bridge was uncovered and brought into view. The vault was of hewn stone well put together; the carriageway about 15 feet in width. Lord Molyneux appears to have commenced building before the transactions referred to; for in 1667, Moore, speaking of the land lying south of Lord Street and of a small close of ground there, says, "I wish you had given one hundred pounds for it, for had you but this close, then might you build a most brave street or two; all from Lord Mullineux's buildings to the Pool House would be yours," etc.

Lord Molyneux's house.

The Molyneux family had a house near the top of Lord Street on the north side. It was a handsome mansion with five windows in front, and an arched entrance in the centre, having the armorial bearings over. Commerce Court, now Commerce Buildings, extending back to Harrington Street, occupies the site.[1]

Castle Ditch.

As the Castle Orchard abutted on the Castle Ditch, the fosse became a highway lined with buildings on both sides. This was occupied as the potato-market, and is so called in Perry's map (1769). The original Lord Street was scarcely wide enough for two carriages to pass, and the way into it from Castle Street was extremely tortuous. As the town extended in the direction of Church Street, Lord Street became an important artery, crowded with vehicles and passengers. For many years there was no outlet laterally from Lord Street. John Street terminated in Harrington Street on the north side, and on the south there was no opening between Lord Street and Cable Street. This want was supplied about 1777, when John Street was continued into Lord Street, and a new street called Marshall Street cut through in continuation to Cable Street. During the greater part of the eighteenth century, Lord Street contained many respectable residences. Mr. Thomas Golightly, mayor in 1772, lived in this street. He afterwards became treasurer to the Corporation, and survived to a very advanced age, dying about the year 1819. Several eminent merchants, and Mr. Edmund Rigby, comptroller of the Customs, lived here. The property of the last-named gentleman, situated

Inhabitants.

[1] This building stands on the site of the residence of the Governor of the Castle, which was taken down and rebuilt in 1789.

on the north side of the street, still continues in the hands of his descendants, and, having been converted into shops and offices, produces a very large revenue. It has recently been rebuilt in a very handsome style of architecture. In 1781 Mr. Roscoe resided with his father at No. 51 Lord Street. In the latter part of the century most of the houses were converted into shops or taverns. The most noted of the latter were the Castle Hotel and the Brown Cow Tavern. In 1783 a prospectus was brought out "For the establishment of a coffee-room, hotel, and tavern, at Liverpool, upon a tontine scheme, with benefit of survivorship." This was so far successful that a large building was erected at the bottom of Lord Street, corner of Whitechapel, and opened about 1785 as the New Hotel. It afterwards changed its name to the Royal Hotel, or Bates's Hotel, from the name of the landlord, Mr. John Bates. It does not seem to have been very successful, for after a career of about twenty years in 1805, it was purchased by Mr. Elias Joseph, a silversmith in Castle Street, and converted into shops. The hotel itself has been rebuilt and set back for the improvement of Whitechapel, but the stables and outbuildings still remain up an archway from Lord Street, converted into mercantile buildings. Mr. Joseph was a Jewish gentleman, who realised a large fortune by his own industry and enterprise. His property descended to the Barneds, a name which has acquired an unenviable notoriety from the unfortunate bank bearing the name. This bank was really a continuation of the business established by Elias Joseph, and for many years was conducted in conjunction with the business of a gold and silversmith on the premises north side of Lord Street, where the bank finally came to so disastrous a termination. Another bank existed for many years at No. 16, under the firm of Gregson, Parkes, and Clay. Mr. Gregson was the Receiver-General of the Land Tax for the county of Lancaster, and resided at a noble mansion, corner of Brunswick Road (then Folly Lane) and Everton Road, where was the well-known "Gregson's Well." Another of the partners was Mr. Thomas Parke, the father of Mr. Baron Parke, afterwards Lord Wensleydale.

Hotel.

Elias Joseph.

Banks.

In the Binns collection in the Free Public Library, there is a coloured drawing of the date of about 1790, giving a portion of the south side of the street at the lower end. The buildings are principally shops with curved bow windows and small squares.

View in 1790.

CHAP. VI.

Views of Lord Street.

On the right side are two of the original seventeenth century houses, with gabled dormers and mullioned windows with lead lights. The buildings are brick, mostly two storeys in height, but at the lower end, adjoining the passage leading to the Brown Cow Tavern, is a lofty four-storeyed warehouse with a bow-windowed shop below, long occupied by Mr. Ormandy, bookseller. The appearance of the street is quiet. There is the usual sedan-chair and the water-cart, both institutions of the day. The shops shown are those of a printseller, chinaware dealer, a tailor, and a toy dealer.

A.D. 1798.

Herdman [1] gives a view of the north side taken in 1798. Bates's Hotel presents a conspicuous appearance. The buildings higher up the street are brick-built dwelling-houses, two storeys in height, adjoining which are some of the original cottages built of stone, having one low storey, and dormer windows in the roof.

A.D. 1820.

A local poet, writing in 1820, thus apostrophises Lord Street in mock heroic strain :—

> Thy beauties, Lord Street, next attract the eye.
> (The Corporation should have made thee wider),
> Along its well-trod pavement you may spy
> Cart, carriage, gig, pedestrian and rider ;
> Here slumbering mud-beds lend their sullen dye,
> So if you wish to cross, take a good stride, or
> Perhaps your feet by some cursed chance may dart in,
> And soil th' unrivalled jet of "Day and Martin."

Improvements. A.D. 1826.

The inconvenience of the narrow and tortuous access to the eastern part of the town led to the obtaining of an Act of Parliament in 1826, by which, along with many other improvements, Lord Street was widened to at least four times its original breadth, and the street carried direct through to Castle Street. The new buildings erected on the south side were according to designs prepared by the then Corporation surveyor, Mr. John Foster. The result can scarcely be called satisfactory. At that time Roman cement or compo had been recently introduced, and had begun to lend its meretricious aid in supplying cheap architectural features. With more ambitious effort and far greater pretence, the Roman cemented façades of Lord Street by no means equal the stately simplicity of the original brick elevations of the west side of Castle Street. There is an ex-

Architecture.

[1] *Pictorial Relics*, vol. ii. p. 40.

pressionless flatness and want of character about the former, which gives the eye nothing to dwell upon, but which has been to a considerable extent redeemed by the subsequent reconstruction of the shop fronts upon improved designs, glistening with all the lustre of plate glass and polished mahogany.

Cost of improvements.

The expense of the widening of Lord Street was about £170,000, which, with all the other improvements down to a period comparatively recent was defrayed out of the corporate purse without the imposition of any tax. It is a sort of poetical justice that this spacious avenue should have been constructed with the funds arising from the transactions to which the original project of the street had given rise. Before quitting Lord Street, I would not omit to pay the tribute of honourable mention, to the memory of one who for many years conducted his business in this street; I mean Mr. Egerton Smith, the founder and editor of the *Liverpool Mercury*. He was born in Liverpool, where his progenitors had resided for some generations, as will appear from the following advertisement, dated May 25, 1759:—

Egerton Smith.

"The school lately kept in Redcross Street by Mr. William Smith, writing-master, deceased, is continued by his son Edgerton Smith, where any gentlemen that shall think proper to commit their children to his instruction, may depend on their being carefully and expeditiously taught writing, arithmetick, merchants' accounts, navigation, geography, the use of the globes, maps, charts, planispheres, the rudiments of astronomy, geometry, etc. *N.B.* those persons that have already paid Mr. William Smith the full price for navigation, merchants' accounts, geography, and the use of the globes, are at liberty to come and make themselves compleat masters of that branch without any additional expence."

Mr. Smith soon after added to his occupations that of a printer, and before 1780 he removed to premises in Pool Lane, where he carried on the business of a printer, stationer, and mathematical instrument maker. After his decease, the business was continued by his two sons Egerton and William, and subsequently by Egerton alone. In 1811, the latter established the *Liverpool Mercury*, a weekly paper of small folio size, published on Friday. The *Mercury* establishment was removed on June 11, 1819, to 54 Lord Street. Whilst the improvements were being carried out the office was temporarily established in Clarendon Buildings, then just erected, from August 1827 to

Liverpool Mercury.

CHAP. VI.

Egerton Smith.

April 1828, when the concern was transferred to No. 76 Lord Street, where Egerton continued to labour in his vocation to the time of his decease. His lot was cast in a stormy period of politics and war. He advocated liberal opinions with zeal and earnestness at a time when such opinions were anything but popular, and he lived to see most of the reforms which he had advocated for almost a lifetime become the law of the land. Though an ardent, fearless, outspoken politician, he was one of the most gentle and guileless of men, ready to do a good turn to his neighbour at any sacrifice to himself. There was about him a certain "*bonhomie*," which endeared him most to those who knew him best. He had always some harmless hobby on which he caracoled to the amusement of the public. At one time it was cork jackets for swimming and saving life; at another it was feats of swimming, in which he was a great adept; at another period, the study of spinning tops was expatiated on from week to week. In the year 1817, he established a weekly literary journal, called the *Kaleidoscope*, which was carried on for many years with great success, and was the forerunner of the *Chambers's Journals*, *All the Year Rounds*, etc., of later days. In every benevolent undertaking, he was always ready to aid with purse and pen. He was one of the originators of the Strangers' Friend Society, a local charity for visiting and relieving the poor at their own homes, which was carried on for many years very beneficially until finally merged in the Central Relief Fund. In this society he had for an active coadjutor his great political opponent Mr. Thomas Kaye of the *Liverpool Courier*. At length, after a long, laborious, and useful life, he entered into rest, November 18, 1841.

Kaleidoscope.

Statue.

A memorial statue by Carew, erected by public subscription, is placed in the entrance hall of the Free Library and Museum. On the pedestal is placed the following inscription :—

To Egerton Smith,
By public subscription,
1843.

The indefatigable friend of Humanity, the protector of the Brute Creation, the fearless Assailant of Oppression in all its forms, the Advocate of the universal diffusion of Knowledge, of Free Trade, of Civil and Religious Liberty in every land.

Born June 19, 1774.
Died November 18, 1841.

In 1861, the *Mercury* office was removed to School Lane, in premises erected for the purpose.

Harrington Street. Castle Hey.

From Lord Street, "the Castle Orchard," we will now proceed to Harrington Street, "the Castle Hey."

In the 13th Richard II. (1389) John de Wanton conveyed to John de Lyneacre of Liverpull one quarter of a burgage lying in the Castle field. In 1667 it belonged to the Tarletons of Aigburth, with the exception of four lands or butts, which were the property of the Moores. Moore says, in his "Rental"; "For these lands I pay threepence burgage for, according to my acquittance."

In 1688 the Castle Hey was rented by Peter Lurting at £5 per annum, containing 0 : 3 : 38 customary, or 2 acres statute, rather an excessive rent for the period.

At the beginning of the eighteenth century the Aigburth branch of the Tarletons became extinct in the male line; and by the marriage of the heiress Dorothy Tarleton the property passed to the Harringtons. In 1713, John Harrington of Aigburth petitions the Lords for a bill to sell his wife's property in Liverpool, consisting of forty-three tenements. The street had the name of Harrington Street in 1725; but in Perry's map of 1769 it is called "Castle Hey, or Harrington Street." During the first quarter of the last century it had been nearly built up as far as Rainford's Garden.

A.D. 1725.

There is one very interesting historical association connected with Harrington Street which should not be passed over without notice. The art of printing on pottery from engraved plates was here discovered and first carried out by Mr. John Sadler and his partner, Guy Green.

Sadler and Green.

Adam, the father of John Sadler, had been an old soldier under Marlborough, and after the wars settled in Liverpool as a printer. He printed several books, amongst the rest a collection of songs set to music, called *The Muse's Delight*, which is still valued by book-collectors. His son John learned the art of engraving, and in 1748 he married and commenced business on his own account in Harrington Street. Being an industrious man, and success attending his efforts, an attempt was made by his rivals in trade to drive him away, the supposed state of the law preventing any man but a freeman from opening a shop within the borough. The Corporation actually prosecuted poor Sadler at the Assizes at Lancaster, but failed, from being unable to prove their claim of jurisdiction.

CHAP. VI.

Sadler and Green. Printing on pottery.

Mr. Sadler gained his first idea of applying the art of printing to the ornamentation of pottery from seeing his children stick some waste prints which he had given them on pieces of broken earthenware obtained from the potteries in the neighbourhood. Seeing here the germ of a valuable discovery, he silently worked out the idea, and, after many fruitless trials, at last succeeded. He had a friend, Guy Green, who had lately succeeded the elder Sadler in the printing establishment, a clever active man of business. To him he imparted his discovery, and the two, working together, perfected the invention. They had made application for letters patent to protect themselves, but ultimately abandoned the intention, trusting rather to their own skill and secrecy for their security. The invention was

A.D. 1752.

brought out in 1752. Several early specimens of the art, bearing the names of Sadler and Green, may be seen in the Mayer collection in the Liverpool Public Museum. Josiah

Wedgwood.

Wedgwood, then in the full career of his marvellous art-progress, and always on the look-out for aid from every quarter, was quick to appreciate the advantage of the new art. He entered

Queen's ware.

into arrangements, under which his celebrated Queen's Ware was regularly transmitted, at first by pack-horses and afterwards by waggon, to Liverpool, to be printed by Sadler and Green and returned to Etruria. This was continued nearly to the time of his death; but shortly before that event persons were sent down to Liverpool to be instructed, and the process was transferred to Staffordshire. Sadler and Green were themselves china manufacturers, in Harrington Street. Sadler had retired before 1781, the business being carried on for a number of years —nearly to the close of the century—by Guy Green alone. John Sadler's remains lie in Sefton Church, with this inscription above them :—

> Here lies the body of Mr. John Sadler from Liverpool, who departed this life the 10th of December, 1789, aged 69.[1]

Dr. Dobson.

In the second half of the last century a house in Harrington Street was occupied by Dr. Matthew Dobson, a physician of some celebrity. After residing for some years in Liverpool he removed to Bath, where he practised till the time of his decease,

[1] The above account is condensed from a very interesting article on "Liverpool Pottery" by Mr. Jos. Mayer, F.S.A., in the *Transactions of the Historic Society of Lancashire and Cheshire* for 1855.

in 1784. He was a Fellow of the Royal Society, and a frequent contributor to the *Philosophical Transactions*. Two chapters in Enfield's *History of Leverpool*, 1772, were contributed by Dr. Dobson.

Mrs. Dobson.

His wife, Mrs. Susannah Dobson, distinguished herself in literature. She published in 1775 a *Life of Petrarch*, and subsequently a *History of the Troubadours; Memoirs of Ancient Chivalry*, etc. She died in London in 1795, and was interred in St. Paul's, Covent Garden.

There is a monument to the memory of Dr. Dobson in the ancient chapel of Toxteth Park. He was succeeded in his practice by Dr. Brandreth, who came from Ormskirk.

St. Mary's Church.

There was formerly a small church, called St. Mary's, on the south side of Harrington Street, between North John Street and Doran's Lane. There is some obscurity about its history. Mr. E. Baines[1] states that immediately after the Revolution of 1688 a Nonconformist chapel was erected in Castle Hey, which continued until 1727, when the congregation removed to the then new chapel in Benn's Garden. This may have been the precursor of the church, but it is hardly probable, as no indication is given of St. Mary's until December 1775, when it is announced by an advertisement in Gore's *Advertiser* that "the Lord Bishop of Chester has been pleased to license the Rev. Mr. Bragg, minister of St. Mary's, in this town." The church was opened November 19, 1775. The building was of brick, with a plain, unpretending exterior. Mr. Bragg continued in the incumbency until 1804, and was succeeded by a Mr. Vickers. In 1809 the church, which was never consecrated, was taken down, and Messrs. Downwards' sugar-refinery erected on the site. Bragg was a person of somewhat peculiar opinions and eccentric conduct, which afforded some sport for the wits of the day. The following is a specimen :—

Bragg.

> On entering St. Mary's the first thing you see,
> Inclosed in a frame are the letters J B ;
> Just over the altar, where papists do paint
> The Virgin, St. Francis, or some other saint.
>
> Said I to my friend, what can those letters mean ?
> I own in that place, I esteem them profane.
> " A saint newly canonised," said an arch wag,
> " Uncalendered yet, sir, the pious Joe Bragg."

[1] *History of Lancashire*, iv. 104.

CHAP. VI.

Bragg.

"His wife for her good works and charity famed,
Is sanctified too, and the church from her named,
Two saints in one house we so seldom do meet,
That where they now dwell, sir, is called the *Lord's Street*."

Mr. Bragg was a man of substance. He possessed an estate at Mossley Vale, where he resided, and other lands in Garston. He built the cottages on the Woolton Road, still called "Bragg's Houses." In 1805 he bequeathed all his property except the church to his nephew Lucock, who took the name of Bragg. In 1808 Lucock Bragg sold the property in Garston to Mr. Clarke of Ashfield, by whom it was again sold in 1812 to Mr. William Hope of Liverpool. This property, with other bought from Banner and Clarke, the whole having been part of the Speke Estate sold by Topham Beauclerk in 1777, cost Mr. Hope £22,000. About 1840 it was sold to the Darbys for £75,000. The river front has been subsequently purchased by the London and North-Western Railway Co., for the construction of docks.

Rainford's Garden.

Rainford's Garden takes its name from Peter Rainford, mayor in 1740. It was at one time a pleasant place of residence. Mr. William James, merchant, grandfather of Mr. William James, of Barrock Lodge, formerly M.P. for Cumberland, resided here. His house was afterwards occupied by the firm of Aspinwall, Roscoe, and Lace, solicitors.

Let us now turn our attention to the streets south of Lord Street. I have already stated that down to about 1780 there were no lateral openings from Lord Street. At that time a new street was cut between Lord Street and Cable Street, called Marshall Street; from this to the Old Dock the communication was continued by a zigzag series of narrow lanes, called Love Lane and Trafford's Wyent.[1] In these and similar narrow dark alleys, the most respectable inhabitants resided and the best shops were situated. The family of the Wilsons carried on for nearly a century the business of haberdashers and silk-mercers on the Old Dock Quay, near the corner of Trafford's Wyent. It was for many years the most celebrated shop of the kind in Liverpool. Mr. Thomas Wilson, who was mayor in 1771, resided in Trafford's Wyent. Henry Trafford, from whom the lane derived its name, was mayor in 1740, and died in office. The

Marshall Street, etc.

Wilson.

Trafford.

[1] These alleys were opened between Cable Street and the Old Dock by an order of the council in 1714 giving the permission to Mr. Thomas Shaw, after whom Thomas Street was probably called.

family of Trafford during the greater part of the last century filled a prominent position amongst the magnates of Liverpool. Edward Trafford was mayor in 1742 ; and Henry Trafford, nephew of the first-named Henry, was bailiff in 1766. The daughter of Edward Trafford married John Leigh, Esq., of Oughtrington, Cheshire. Their son, Trafford Leigh, in 1791 assumed the name and arms of Trafford.

South John Street.

South John Street was opened out under the Improvement Act of 1826. After the closing of the Old Dock it remained for some time under a cloud, but of late years it has revived, and now possesses some handsome buildings, the principal of which is the Adelphi Bank, erected by Mr. C. O. Ellison.

Brooks's Square.

Near the end of Trafford's Wyent, and opening from Cooper's Row, up a flight of steps, formerly stood a small quadrangle, called "Brooks's Square" Its quaint old-fashioned houses remained standing long after the erection of the new Custom-house and the improvements in the neighbourhood. It was constructed about the beginning of the eighteenth century, as it is shown in Eyes's map of 1725, though it is not specifically described in Chadwick's of the same year.

Brooks.

The family of Brooke, or Brooks, is of great antiquity in the town of Liverpool. Giles Brooke was bailiff in 1584, and mayor in 1592. Egidius Brooke filled the civic chair in 1601. Humphrey Brooke, the bold Liverpool captain, brought to England the first tidings of the sailing of the Spanish Armada, in 1588 ; and for three centuries various members of the family have at different times filled offices of usefulness in the community. John Brooks was bailiff in 1733, mayor in 1743. Roger Brooks, who died in 1753, bequeathed £250 to the Blue Coat Hospital. In the middle of the last century Joseph and Jonathan Brooks were the great builders of the town, carrying on also business as merchants. Joseph was president of the Infirmary in 1771, and interested himself much in the welfare of the poor, having been for some time treasurer of the Workhouse, where his portrait hangs in the board-room. At his death in 1788, he bequeathed £200 to the Blue Coat Hospital. Being a Nonconformist, a monument was erected to his memory in Key Street Chapel, afterwards removed to Paradise Street, and afterwards to Renshaw Street, bearing the following inscription :—

To the memory of Joseph Brooks, Esquire, who died the 12th February, 1788, in the 82d year of his age. Endowed by nature with

CHAP. VI.

Brooks.

an excellent understanding, and favoured by Providence with an ample fortune, he declined the gratifications of luxury and the pursuits of ambition, and employed his time and talents in active exertions for the welfare of the town of Liverpool, particularly to the relief and comfort of the poor. His surviving relations placed this monument here as a testimony of their respect for his character. The gratitude of those who experienced his charity will give him more honourable praise.

Joseph Brooks junior, nephew of the above, was bailiff in 1784, and again in 1802. In 1797 he was a candidate for the civic chair, along with Mr. Thomas Staniforth, when there ensued one of the most severe contests ever known in the town, which I have recorded above. He was the father of the late well-known venerable Archdeacon Brooks, who for more than fifty years filled a large place in the general esteem of the inhabitants, and whose monumental statue fills a niche in St. George's Hall. Another son, Major Edward Brooks, obtained celebrity in a less creditable manner. The story is a painful one, but it is curious, as illustrative of the manners and customs of the time when the "code" of honour demanded the penalty of bloodshed for the most trifling offence. Major Brooks had been in the Lancashire Militia; and in 1803, on the death of Mr. Bryan Blundell, who held the office of customs jerquer, he was promoted to the post, through the influence of Colonel Bolton, who had considerable influence with the Government, having at his own expense raised and equipped a regiment of Volunteers 600 strong. Some time after his appointment Major Brooks applied for an increase of salary. This application, strange to say, was referred to the West India Association, of which Colonel Bolton was president, to report upon. The report was adverse to the major's claims. This decision, rightly or wrongly, he attributed to the influence of Colonel Bolton, who, it was reported, had said that "£700 a year was enough for a young unmarried man." The major, having a proud irascible disposition, was deeply mortified, and did his utmost to fasten a quarrel upon his recent benefactor. At length a hostile meeting was arranged, to come off at a place called Miller's Dam, on the Aigburth Road. In the meantime rumours of the intended duel had got abroad, and the parties were arrested by the magistrates and bound over to keep the peace for twelve months. This arrest Major Brooks did not scruple to attribute to the influence of Colonel Bolton himself, without the slightest shadow

Major Brooks.

Duel with Bolton.

CHAP. VI.

of foundation, it being afterwards ascertained that the secret had oozed out from one of Major Brooks's own friends. Before the twelve months had lapsed Brooks took an opportunity of publicly insulting the colonel in open day in Castle Street. A challenge from Colonel Bolton was the result. The twelve months' bond expired on December 20, 1805 ; and on the afternoon of that day the meeting took place in a field near Fairclough Lane, then a quiet rural road leading from the top of Pembroke Place to Low Hill. The spot must have been very near the site of St. Jude's Church. Major Brooks was accompanied by Mr. Forbes, and Colonel Bolton had Mr. Harris for his second. The well-known Harry Park, the surgeon, was taken up by Colonel Bolton in his carriage as he passed his door.

Brooks and Bolton.

When they arrived on the ground it was so dark that they could not see to load the pistols. Candles were therefore procured ; and here, in the dreary, cold December night, the tragedy proceeded to its *dénouement*. What a scene for the pencil of a Salvator Rosa ! The generous, public-spirited, kind-hearted British merchant compelled by the fantastic hallucination of the public opinion of the day to imperil his life because the man whom he had fostered and cherished chose to treat him with base ingratitude !

Nemesis, however, claimed her victim. The major fired first, without harming the colonel, who returned the shot, hitting his opponent in the eye and killing him on the spot. The fatal report might have been heard at the major's house, which stood at the corner of Daulby Street, not more than two hundred yards distant.

At the coroner's inquest a verdict of wilful murder was found ; but no prosecution was ever instituted, public opinion being entirely in favour of Colonel Bolton.[1]

From Brooks's Square is but a step to Pool Lane (now South Castle Street). A road to the Pool southwards from the castle no doubt existed from time immemorial, and it is tolerably certain that there was a wooden bridge at its mouth, extending from near the bottom of South John Street to a point

Pool Lane.

[1] The details of this duel are taken from an interesting little volume, entitled *Recollections of Old Liverpool*, published in 1863 under the pseudonym of a "nonogenarian."

It is a remarkable fact that although Major Brooks's death is announced in the newspapers of the day with a eulogistic notice, not a word is inserted as to the circumstances or cause of his decease.

CHAP. VI.

"Moore Rental."

in Hanover Street near the foot of Duke Street. Moore, in his "Rental," makes repeated mention of this bridge and of the street. He was sagacious enough to foresee the capabilities of the site for the nascent commerce of the port. Speaking of a field at the point of land between the pool and the river, he

Pool Lane.

says: "Here is a most convenient parcel of land, if ever the Pool be cut navigable, to build almost round it; there not being the like place in Liverpool to the river side for cellars and warehouses. . . . For the worth of this place, I know not how to value it; for if the Pool shall ever be cut, it may be worth five hundred pounds to you; therefore be careful what you do with it."

Moore had lands also on the east side of Pool Lane; but they were, unfortunately, intersected by lands belonging to other persons. With a keen eye to the future, he thus counsels his son and heir in reference thereto:—

"If you could buy them all, or indeed two of them, then add your own close, and you might have a little town there, built all on your own land. You might make one entire street to begin at the gate that goes into Alderman Lorting's close (near the top of Cable Street), and then run south-east directly to the Pool Bridge (near the bottom of South John Street); but remember you leave convenient land to make a street to face the Pool east (the line of the present Paradise Street), if ever it be cut, and so to make houses fronting the Pool, and their back sides to go backward till they reach the back sides of the street above said; then may you likewise cause houses to be built all up the Pool Lane to the castle, and leave little back sides to them to run eastward till they reach the back sides (on the west side) of the intended street above said. These four closes may be the greatest concern you have in England; for if the Pool be made navigable the shipping must lie along these closes, and the trade will be all in them from the whole town. You may have building here worth far more than twenty thousand pounds, if God send peace and prosper trade. I do not question but to see this brought much to a head in my time."

Moore here shows great sagacity and foresight; but, alas!

> The best laid schemes o' mice an' men
> Gang aft agley.

The street so earnestly recommended was never cut. The

navigation of the Pool was developed, but in quite a different manner to that anticipated by him; and so far from either he or his son "seeing it brought to a head in their time," not many years elapsed before their estates passed into other hands and the place knew them no more.

The above extract shows the tendency of men's thoughts towards the improvement of the port. The general idea was to enclose, deepen, and extend the Pool by a canal along the natural course of the stream, so as to form a haven for shipping. About the end of the seventeenth century the land began to be built upon. In 1700 the land on which Atherton Street is built was granted by the Corporation to one of its members, Mr. Peter Atherton, who was bailiff in 1673. In the conveyance it is stipulated that "a bridge shall be built over the extended canal," at the expense of the town. A similar conveyance to Mr. Thomas Ackers of land at the bottom of Cable Street describes it as land lying "all along the new intended canal." The scheme at length ripened so far that in 1708 Mr. Thomas Steers was brought down from London, as engineer, to prepare a plan and execute the necessary works. His report changed the whole aspect of affairs. The canal was abandoned, and application was made to Parliament for power to construct a wet dock. To this I have already referred in the history of the Dock estate.

Building. A.D. 1700. Atherton Street.

During the construction of the Old Dock it was thought advisable to remove the Custom-house from the bottom of Water Street to a more suitable building on the quay of the new dock. The old building belonged to Alderman Sylvester Moorcroft, mayor in 1706. He undertook to erect the new building at his own cost, charging a rent for its occupation. The building was commodious and handsome for the period. It stood at the east end of the dock, near the site of the present Sailors' Home; and, with alterations from time to time, continued to serve the purposes of the port for about a century and a quarter, down to the completion of the new Revenue Buildings. Moorcroft was a draper in the town. His election to the civic chair is said to have been sorely against his will. In 1716 he was elected the first treasurer of the Corporation, at a salary of £50 per annum, which he held until 1720.

Custom-house.

Sylvester Moorcroft.

In the maps of 1725 the Custom-house is shown surrounded with open fields; and Thomas, Cable, Atherton, and

A.D. 1725.

CHAP. VI.

King Streets are unbuilt for about one-fourth of their length from the bottom.

Pool Lane during the first half of the eighteenth century must have been a very quiet, secluded neighbourhood, since the access from Castle Street was so contracted as to be impassable for wheel carriages, which had to go by the circuitous route of Preeson's Row. About the end of the seventeenth century Mr. James Benn, mayor in 1697, had a house, with large garden, on the west side. This property, about twenty years afterwards, was laid out for buildings, the enclosure taking the name of "Benn's Garden," to which I have already referred. Several of the magnates of Liverpool resided in Pool Lane, amongst others, Mr. William Crosbie, mayor in 1776; his son, mayor in 1779; and Mr. Peter Rigby, mayor in 1774. When the access was opened out in 1786, giving a direct route to the Old Dock, Pool Lane became gradually a street of shops. After the filling up of the Old Dock, in 1828, the street to some extent lost its prestige, the shops for the supply of shipping migrated elsewhere, and the neighbourhood remained under a cloud for some years. In 1839 the west side was widened and rebuilt.

Benn.

Crosbie.

Rigby.

Decline.

The Pool having been destroyed, its name was voted vulgar and antiquated, and to obliterate its memory the name of the street was changed to South Castle Street. With the improved avenue and the progress of commerce, the street under its new name has taken its rank as one of the leading lines of the town.

Change of name.

Near the top of Pool Lane there existed a relic of the olden time, only recently swept away. In the early part of the last century a market or shambles for butchers' meat existed in an alley extending from Pool Lane, with an elbow into Cable Street. At that time the general market was held in Castle Street and the open spaces round. When the market was removed, in 1823, these shambles, being private property, were still continued, and were principally frequented by dealers from the country. Gradually the trade fell off, customers went elsewhere; one stall after another was vacated, until the ancient market was feebly represented by one or two rickety old standings, patiently waiting for dissolution. About 1864 the property was sold, and shops and offices built upon the site.

Butchers' shambles.

The four streets running from Pool Lane to Paradise Street have nothing very remarkable in their history. Thomas Street and Atherton Street until very recently preserved many specimens

Thomas Street, etc.

of their original architecture,[1] which are now fast passing away. In King Street a large house opposite the Bank was the mansion of the Trafford family already alluded to, and was occupied by several generations. It was afterwards tenanted by Mr. John Zuill, merchant, who removed from thence to Tabley Street. Subsequently it was converted into the brass-foundry of the well-known firm of Webster and Forshaw, and so occupied for many years. In King Street also resided Mr. Bentley, the friend and afterwards partner of Josiah Wedgwood. King Street.

Thomas Bentley was born at Scrapton, in Derbyshire, January 1, 1730. He commenced life as clerk in a Manchester warehouse. After going abroad for some years he established himself in King Street, Liverpool, as a dealer in Manchester goods. In 1762 Josiah Wedgwood, then on a visit to Liverpool, made his acquaintance, which soon ripened into a warm friendship, resulting in a lifelong connection in business. After acting for some years as agent in Liverpool for the Etruria Works, he entered into partnership with his friend, and removed from Liverpool. Whilst resident here he was active and useful in many good undertakings. He was one of the founders of the Liverpool Library in 1757. He aided, along with the Heywoods, in the establishment of the Warrington Academy. He was one of the promoters of the erection of the Octagon Chapel, in Temple Court, afterwards St. Catharine's Church. He was one of the earliest assailants of the slave trade, taking every opportunity of denouncing it as a moral wrong, and doing his utmost to turn the commerce with Africa into a trade for the legitimate productions of the country.[2] Thomas Bentley..

King Street is best known as the habitat of the banking firm of Leyland and Bullins. Leyland's Bank.

Thomas Leyland was not one of the least distinguished of those enterprising Liverpool men, who, by their industry and sagacity, were the means of developing the commerce of Liverpool during the last century to such an enormous extent. Of humble origin, he was emphatically the architect of his own fortune, and so rapid was his early rise, that tradition—whether true or false—ascribed it to the fortunate purchase of a lottery ticket.

Be this as it may, in 1781 he was a prosperous merchant residing in Houghton Street, with his office in Nova Scotia.

[1] See Herdman's *Pictorial Relics*, vol. ii. pl. 16, 20.

[2] See Miss Meteyard's *Life of Josiah Wedgwood, passim.*

CHAP. VI.

A.D. 1806.

Leyland's New Bank.

Business arrange-ments.

About 1802 he joined Messrs. Clarke and Roscoe in their banking establishment, which was carried on for several years under the firm of Leyland, Clarkes, and Roscoe, in Castle Street. In 1806, about the time of Mr. Roscoe's election as member for Liverpool, Mr. Leyland, who in money matters had a scent for distant events as keen as an Indian, withdrew from the firm, and in conjunction with his nephews, Christopher and Richard Bullin, established a new bank. The locality was in York Street, between Duke Street and Lydia Anne Street, a situation for a bank which would at the present time indicate insanity in any one who would make so bold a venture. The reason was that Mr. Leyland lived in Duke Street, and had his office in Henry Street, hard by. He probably reasoned that those who wanted money would have no difficulty in finding the bank, and it might at that day have been a convenient situation for depositors. Here the bank was carried on most successfully until the year 1815, when it was removed to the premises in King street, where it still remains. It is a remarkable fact that several generations ago concentration in business seems hardly to have been thought of. Merchants' offices were dispersed about the town along the whole line of docks, and inland as far as Duke Street and Bold Street. The primitive arrangement was for the merchant to have his house in front and his office and warehouse behind. Many of these establishments could be pointed out in Hanover Street, Lancelot's Hey, Duke Street, etc. One of the most complete was the house still standing in Colquitt Street, now converted into the Royal Institution. It was built about the beginning of this century, by Mr. Thomas Parr, from whom the adjoining street takes its name. A noble mansion fronted the street, having a railed garden and pleasure-ground opposite. Adjoining were two wings, containing the stables and domestic offices. In the rear, abutting on Parr Street, was a substantial warehouse. Long after this system was abandoned it was common for the merchant to have his office at the rear of his house. This was the case with many of the houses in Duke Street and Bold Street to a period within living memory. Even the Bank of England established its first branch in Liverpool in Hanover Street. The erection of the Exchange buildings, in 1803-9, gave the first impulse to concentration, which is now carried to such an extent, that to be outside the charmed circle narrowly drawn round the Exchange is almost equivalent to being ostracised from business.

CHAP. VI.

Thomas Leyland.

But to return to Mr. Leyland. He took an active part in the town's affairs, having served the office of bailiff in 1796, and that of chief magistrate three times—a very unusual occurrence—in 1798, 1814, and 1820. In 1816, when Mr. Canning was appointed President of the Board of Control, and had to be re-elected, Mr. Leyland was, sorely against his will, put forward as a candidate, and polled 738 votes against his opponent's 1280. In 1820 he was again nominated, without his consent. About the year 1804 he purchased Walton Hall, about three miles from Liverpool, formerly the seat of the Athertons, where he resided until his death, in 1828. With all his great wealth, he is traditionally reported to have been a man of extremely parsimonious, not to say penurious habits. His fortune passed to his nephews, Messrs. Richard and Christopher Bullin; and in default of issue from them to the Naylors, represented by Richard Naylor, Esq., of Hooton Hall, Cheshire, and John Naylor, Esq., of Layton Hall, near Welshpool, and Hafod, Montgomeryshire.

Before terminating this peregrination a few words may be said about the Revenue Buidings and the Sailors' Home. Soon after the great improvements in the town under the Act of 1825, the Corporation, in an evil hour, determined to demolish the Old Dock, the cradle of Liverpool commerce, and to erect on its site a large building for the Custom-house, Excise-office, Post-office, and Dock-office. The reason for this strange proceeding it would be useless now to speculate on. As to locality nothing could have been more suitable for a dock; and as to the nature of the site, nothing could have been more unsuitable for the erection of a large building. On August 12, 1828, the first stone was laid by the mayor, Thomas Colley Porter, Esq. The architect was Mr. John Foster, at that time town surveyor.

Custom-house, etc.

In size the Custom-house is one of the three great buildings of the town, the Exchange, including the Town-hall, and St. George's Hall, being the two others. Area and bulk are powerful elements in architectural design, but they are only the platform on which other and higher qualities should be displayed; and in proportion as the baser or nobler ones prevail, mere bulk adds either deformity or dignity to the structure.

The first view of the building conveys to the mind a general impression of heaviness, which it requires some consideration to account for, since the proportions of the order employed—the Ilyssus Ionic—are by no means the heaviest of those in general

CHAP. VI.

Custom-house, etc.

use. Every part is severely classical. Each moulding has been accurately measured, and the minutest details are no doubt strictly *en règle;* yet life is wanting—sadness and gloom predominate to an almost painful degree. May not the principal reason for this be, that in the three principal fronts the desire to be strictly classical has choked and stifled the least manifestation of original thought? Each front, *except the one on which the sun principally shines*, has an advanced portico, with a pediment. Each wing has a recessed portico. Pilasters or antæ break round the angles; and these arrangements, with windows few and far between, constitute the design. There are no indications, such as are stamped on every line in St. George's Hall, of careful study and creative power. The only portion of the exterior which bears anything like a cheerful expression is the south façade, which, being considered the back of the building, was not thought worthy of the severe classical dignity of the other fronts. The simple ranges of arched windows, with the breadth of rusticated wall associated with them, and the depth of the masonry above crowned by a bold entablature, without either portico or pilasters, give a noble simplicity and unity of effect, combined with that pleasing play of lines which a range of arches in perspective always produces. Another cause of the heaviness of this building is the bareness with which it is carried out, and the material with which it is built. A Greek temple, constructed of white marble, glistening under the blue sky of Athens, its mouldings encrusted with carving, its frieze adorned with sculpture, and probably glowing with brilliant colour, would present a very different aspect from the most slavish copy of the same building in the murky and moist atmosphere of Liverpool, built with dingy sandstone, with the omission of all the sculpture which gave it life and character.

The dome has been severely criticised for its nakedness and poverty; but in justice to the architect it should be stated that the original design had a ring of columns round the tambour, which would have produced a fine effect, but which were omitted for economy's sake.

The interior presents the same character of gloom indicated by the exterior. The long room, could it be lighted from above, is capable of some grandeur of effect. The staircases, which in buildings of this class are worthy of the most careful study, and may form magnificent features in the design, are paltry in the extreme, and utterly unworthy of a building of any pretension.

The Sailors' Home occupies a position very near the site of the old Custom-house. The first stone was laid by Prince Albert, on July 31, 1846. The style is Elizabethan or Jacobean, which, from its admission of numerous subdivisions, both vertical and horizontal, is well adapted for the peculiar arrangements required. The plan is irregular, having had to be accommodated to the trapezoidal form of the land. It may be described as consisting of a central hall, extending from the ground-floor to the top of the structure, surrounded by lofty buildings, partly occupied by day-rooms and offices, and partly divided into numerous storeys, laid out in sleeping cabins for the inmates. A lofty square turret is carried up at each angle. The building as a whole is well adapted for its purpose. The architect was Mr. John Cunningham, of Liverpool.

LIBRARY.

CHAPTER VII.

CHURCH STREET AND ITS VICINITY.

CHAP. VII.

Original town.

Our surveys hitherto have been confined to what may be called the intramural portion of the borough, the triangular space contained between the Pool and the river, which was fortified at the time of the siege, and which, nearly to the close of the seventeenth century, comprised the whole of the town. The agreement with Lord Molyneux, detailed above,[1] threw open the lands across the Pool to building enterprise, which was soon taken advantage of. Previous to this time one solitary building existed on the east side of the stream, at the corner of what is now Whitechapel and Church Street; but the site of which, owing to recent improvements, has been altogether obliterated. The tide originally flowed up the little burn as far as the corner of Dale Street, rendering the stream pretty broad at high water. A boat was, therefore, necessary to cross at such times. A boat required a man to attend to it and a house to shelter him.

Pool House.

Hence arose what was called the Pool House, then the "Ultima Thule" of the town, on the margin of the wide and desolate moor. It is said to have been erected by Alderman Richard Corbet, in 1556.[2] When the Act of the 43d Elizabeth was passed (A.D. 1601), requiring each township to provide for its own paupers, this Pool House was hired for the purpose of their accommodation. This probably arose from the circumstance of its having been previously used in times of the plague for the isolation of infected patients. As a poor-house it continued in occupation until the year 1723. The building remained until about 1804, when it was taken down for the erection of "Bullock's Museum." This was a collection of specimens of natural history,

Bullock's Museum.

[1] Vol. i. p. 117.

[2] In excavating the ground for the erection of shops, corner of Paradise Street, in 1870, the remains of a quay wall and piling were laid bare.

sculptures, curiosities, and antiquities, very creditable for the period, brought together by Mr. William Bullock, originally a jeweller and china dealer in Lord Street. It was continued in Church Street to the year 1809, when it was removed to London, probably from want of encouragement here. A feeble imitation of it was kept up on the same premises for many years subsequently, under the name of "Kind's Museum," which was a sort of general bazaar. Kind's Museum.

The first house erected on the east side of the Pool brook was at the south-east corner of School Lane and Manesty's Lane, by Mr. Dansie, in 1680. It was a tolerably large mansion, with a recessed fore-court, surrounded by a low wall. It has been taken down within the last few years, and the printing offices of Messrs. Wilmer and Smith and the *Mercury* office erected on the site. This house was occupied at different periods by Mr. Ralph Earle, mayor in 1769; Mr. Peter Baker, mayor in 1795; and by Dr. Joseph Brandreth, a physician of considerable celebrity at the end of last and the beginning of this century.[1] Mr. Dansie's house.

Before proceeding eastward let us take a glance at Paradise Street. This was originally called the "Common Shore," from the expanse of sand or mud left bare on the banks at low water. The stream was not navigable except at high water, and we have seen that the original scheme for the accommodation of shipping was to form a canal along the line of the present street. When this was abandoned and the Old Dock constructed, the brook was covered and the street formed under its present name, in the early part of the eighteenth century. In 1725 very little building had been erected, except at the south end, behind the Custom-house. Paradise Street.

As trade increased, Paradise Street, being near the dock, became by the middle of the century a thriving thoroughfare. Some of the leading merchants resided there; amongst others Mr. Nicholas Ashton, high sheriff in 1770, who afterwards resided at Woolton Hall. The Ashton family are of considerable antiquity and standing in the town. George Ashton filled the office of bailiff in 1558-1561. In the latter year, by a spirited defence of the town's rights, he incurred the displeasure of the Earl of Derby, who forbade him the use of Toxteth Park as a pasturage for his cattle. John Ashton, merchant, the father of Nicholas Ashton.

[1] Dr. Brandreth came from Ormskirk, and succeeded in Liverpool to the practice of Dr. Matthew Dobson who retired to Bath about 1776.

CHAP. VII.

Nicholas, was bailiff in 1749. He was one of the principal promoters of the Sankey Navigation, which turned out a very profitable investment, and greatly enriched the family.

Thomas Moss.

Mr. Thomas Moss, the father of John Moss, banker, one of the great promoters of the railway system, resided in Paradise Street; also Mr. John Crosbie, mayor in 1765-6.

Smyth and Caldwell.

At No. 19, during the latter part of the eighteenth century, the bank of Messrs. Smyth, Caldwell, and Co. was carried on, which collapsed during the panic at the outbreak of the French revolutionary war. Mr. Smyth filled the civic chair in 1789.

Edward Rushton.

A shop on the east side of this street was occupied by the blind poet, Edward Rushton, from 1790 to 1814. He had been a seafaring man in early life, and lost his eyesight on the coast of Africa. A warm advocate of the cause of freedom at a period when such advocacy was not without danger, his indignation was especially directed against the African slave trade, at that time a great source of wealth to the town. His earliest poem, entitled "The Dismembered Empire," was published in 1782; and not long afterwards, "West Indian Eclogues." His talent as a poet was always employed in the cause of humanity and philanthropy. He was the father of Mr. Edward Rushton, stipendiary magistrate of the borough.

Cropper, Benson, and Co.

Paradise Street being so near the Old Dock, the south end was for many years the seat of commercial business, which removed elsewhere when the Dock was filled up. Here for many years was carried on the mercantile house of Cropper, Benson, and Co., the great consignees of the American "Liners," before steam had bridged the ocean and reduced the passage almost to a mathematical certainty. Mr. James Cropper, the head of the firm, a member of the Society of Friends, was well known and highly esteemed as one of the foremost in every work of philanthropy, both by his liberal gifts and his personal exertions. After his retirement from business, about 1836, he established an agricultural industrial school at Fernhead, near Warrington, which he maintained at his own expense, and devoted to it his personal superintendence till his death. Not very far from Cropper, Benson, and Co.'s stood the "Star and Garter" Hotel, one of the principal resorts (along with Horne's, of the Mersey Hotel, Old Churchyard) of American passengers, famed for its gastronomic excellence. After the removal of commerce from the neighbourhood, the hotel gradually declined and died of inanition. It is now converted into shops.

"Star and Garter."

CHAP. VII.

At the corner of School Lane and Paradise Street stands the Coliseum Theatre with its appurtenances. The theatre itself, now hidden from view by the buildings in front, was originally constructed for a Unitarian chapel by the congregation from the old Presbyterian Chapel in Key Street. It was opened in 1791 by the pastor, the Rev. John Yates, the founder of a family the members of which have risen to stations of high respectability in the community. The building was, as a piece of architecture, by no means without merit. It was octagonal in plan, a form which seems about that period to have found favour with many Nonconformist congregations. The material was brick, faced with stone. Towards Paradise Street there was a projecting portico, with attached columns carried to the height of the building, and finished with a pediment. The roof was conical, crowned at the summit with a small cupola. An open yard surrounded it, and behind were commodious schoolrooms. Mr. Yates's ministry continued down to the year 1823, when he retired, and died in 1826. After an interval of about ten years he was succeeded by the Rev. James Martineau, a man of wide-spread reputation, both as an author and a preacher, the brother of the equally celebrated Harriet Martineau. About 1846, the neighbourhood having become altogether unsuitable for their purposes, the congregation determined on the erection of a new church in Hope Street, on the completion of which, in 1849, the old chapel was abandoned and disposed of.

Chapel, now Coliseum.

Chapel.

Yates.

Martineau.

We will now leave Paradise Street and proceed up School Lane. The quarter we are now surveying forms a right-angled triangle, the base formed by School Lane along the south wall of St. Peter's Churchyard, and the apex at the corner of Paradise and Hanover Streets. Through this triangle two streets were carried from east to west—School Lane and College Lane—and two crossing at right angles from north to south—Manesty's Lane and Peter's Lane. School Lane was distinguished by the erection of the Blue Coat Hospital. I have already spoken of the history of Bryan Blundell and of the foundation of this charity. The present building was erected in the year 1716-17, and is a pleasing specimen of the style of the period, in brick and stone. It forms three sides of an open quadrangle. The frieze bears the following inscription :—

School Lane.

Blue School

Christianæ Charitati promovendæ inopique pueritiæ ecclesiæ Anglicanæ principiis imbuendæ sacrum. Anno Salutis MDCCXVII.

CHAP. VII.

Grammar School.

The name of School Lane would naturally be derived from the Hospital, usually called the Blue School; but there was also another school, almost adjoining—the ancient Grammar School of the town, founded by John Crosse, for which at the Dissolution the sum of £5 : 13 : 4 per annum had been reserved out of the chantry rents, as described in Chapter III.[1] The ancient school-house in St. Nicholas's Churchyard having been destroyed, the school was removed to School Lane. It was built before the Blue School, as the promoters of the new erection held their meetings therein; and it was temporarily used for the Blue Coat boys until the building was finished. Mr. Baines, the last master of the Grammar School, died in 1803. The salary had been raised, many years previously, to £35 per annum. In 1769 a long building in School Lane above the Free School was occupied as a stocking manufactory.

Stocking Factory.

During the early period of the Blue School the children were employed part of their time in industrial occupations. In 1763 the building was enlarged eastwards, and new premises erected containing workshops. In 1765 £220 were paid to the proprietors of the "stocking manufactory" towards a building for the boys to weave in. At this time a proposal was made by Mr. Jonathan Blundell, the treasurer, who was a partner in the stocking factory, to employ the children in this work. This was agreed to, and they were so employed until 1771, when the practice was discontinued in consequence of objections from subscribers. The stocking factory was soon afterwards given up. In 1778 the building was let to Messrs. Craven, Rosson, and Co., for spinning cotton. They employed 120 of the children, but it was not found remunerative. In 1781 the children were withdrawn, and in 1789 the factory was given up. In 1790 the premises were let to Mr. James Meredith of Manchester as a pin manufactory, in which the children were employed to the number of 200. In 1802 this was discontinued, and the Trustees came to a resolution that hereafter they would not allow any manufacture to be connected with the school.

College Lane.

College Lane was not built up until some time after School Lane. In 1725 it is represented in the map as open land, with the exception of a few houses on the north side. I have already alluded to the "Pool House" used for lodging the paupers. For some time previous to 1723 the demand for relief so far outstripped the capacity of the building that lodgings had to be

Poor-house.

[1] Vol. ii. p. 55.

procured in different parts of the town. In that year the overseers agreed to rent from Mr. Byran Blundell thirty-six cottages he had recently erected on the south side of School Lane, above the Blue School. Nine years afterwards (1732) the trustees of this charity agreed with the parish to build, on land belonging to them at the corner of College Lane and Hanover Street, suitable premises for a workhouse, for which they were to receive interest at the rate of five per cent. From this erection, College Lane was at first called Workhouse Lane. As the town increased, the workhouse had to be enlarged and extended, until it was found to be such a nuisance to the then aristocratic neighbourhood of Hanover Street, that it was determined to remove it, and in 1770 a new building was commenced at the top of Brownlow Hill, on land belonging to the Corporation on the edge of the Mosslake, long before this drained and converted into pasture. The old workhouse still remains somewhat altered, and converted into stores and stables. Poor-house.

Manesty's Lane takes its name from a merchant who had his residence in the locality. Peter's Lane is of course named from the church to which it leads. Manesty's Lane.

Hanover Street is on the site of an old rural lane leading from the Pool Mouth by way of the present Ranelagh Street across the heath and out into the country. In the map of 1725 the road is marked "to Manchester." Hanover Street.

In Herdman's *Ancient Liverpool*[1] we have two views, showing especially this portion of the town, taken from a point a little distance up the present Seel Street. The date of one is given as 1715 and of the other 1725; but from internal evidence they must be of about the same date, not earlier than 1718 and not later than 1721. Hanover Street is a lane lined with hedges on each side, with haymakers loading carts in the fields. A glass manufactory is shown, which remained for many years subsequent at the corner of Argyle and Hanover Streets, carried on by Messrs. Crosbie, Bostock, and Co. School Lane from a little above St. Peter's Church is open fields. College Lane is not cut. The Blue School had just been erected. St. Peter's Church stood almost isolated. The little town was at this time creeping into modern life, having just stepped across the brook, its ancient limit. The Old Dock, then the *New* Dock, had been opened some years before, and a few masts indicate the presence of shipping, but the grim towers of the Views in 1718.

[1] 1st series, pl. 34; 2d series, pl. 28.

CHAP. VII.

castle still loom grandly in the distance, as if taking a parting look at the new order of things before they disappear for ever.

Hanover Street.

The name of Hanover Street is undoubtedly connected with the accession of the reigning family, but the date of its appellation is by no means clear. In Chadwick's map of 1725 it is not so named. By the middle of the eighteenth century it had become the habitat of the mercantile aristocracy of the day, who erected noble mansions, and "made to themselves gardens and orchards, and planted trees in them of all kind of fruits."

Mr. Seel's House.

One house in particular deserves notice. It stands on the east side, near the bottom of Seel Street, fronted with stone of excellent workmanship and pleasing design. It was erected between 1730 and 1740 by a member of the family of Mr. Thomas Steers, who was the engineer for the construction of the Old Dock. It was the first architectural stone-fronted dwelling-house built in Liverpool. It was in 1769 in the occupation of Mr. Thomas Seel, a gentleman of large property. The gardens and grounds attached to the house were beautiful and extensive, reaching back nearly to the present Colquitt Street. This building was subsequently occupied as the branch of the Bank of England, and, on the erection of the Bank in Castle Street, was sold to Messrs. Evans and Co., who now occupy it. In 1867 the interior was consumed by fire, but it has since been restored and so altered that the beauty of the exterior elevation has been destroyed.

Blackburne.

Adjoining these grounds stood the mansion of Mr. John Blackburne, mayor in 1760, a large building with two projecting wings. His son, John Blackburne junior, mayor in 1788, resided in the same house. He erected the mansion on the east side of Hope Street, called Blackburne House, now the girls' school of the Liverpool Institute. He subsequently resided at Wavertree Hall, and finally settled at Hawford Hall in Worcestershire. Mr. Blackburne senior was the second son of John Blackburne of Orford Hall, Warrington, and brother of Thomas Blackburne who married the heiress of Hale. The house in Hanover Street was purchased by the Earles, who long had their offices in a portion of the buildings.

Heywoods.

A little farther to the west, the brothers Arthur and Benjamin Heywood erected two twin tenements, which were long subsequently occupied as the Excise and Inland Revenue Offices.

Colquitt.

On the opposite side resided Mr. John Colquitt, Collector of Customs.

The garden, which extended along Peter's Lane, is now

built on, but the dwelling-house and warehouse remain, and give a good idea of a mercantile establishment of the olden time.

Colquitt.

The family of the Colquitts was long connected with Liverpool. Scrope Colquitt, collector of customs, was bailiff in 1753; John Colquitt, who succeeded him, died in 1773; another John Colquitt, his son, was bailiff in 1774, and appointed town-clerk in 1781. He occupied the house in Hanover Street, and died in 1807. Captain Goodwin Colquitt, in 1782, was in command of H.M.S. "Echo," of 16 guns. Captain Martin Samuel Colquitt, R.N, was long the captain of the receiving ship "Princess" during the French war, and has been frequently alluded to in these pages.

Tarleton, etc.

Daltera.

Many other old Liverpool names are connected with this street, such as Tarleton, Rumbold, Banning, Chorley, Brown (mayor in 1782), Daltera, etc. The last of the Dalteras, commonly called Joe Daltera, was for many years a well-known character in Liverpool society, one of the circle of wits in an age when conviviality was the order of the day. He is thus described by one who knew him well: "He was brought up to be a solicitor, and at one time was in partnership with the late Mr. Topham. He had abilities to have raised himself to the greatest eminence, but he wanted business habits. He had no application, no attention, no steadiness of purpose. In short, he was of a jovial, convivial turn of mind, full of fun and frolic and glee, was fond of company, and greatly preferred shining in society to poring over parchments. He was a terrible sitter at a party . . . . steady old fellows at whose houses he used to visit, would say before he arrived, 'We'll be rude to that Daltera to-night, and give him a hint that shall send him home in decent time.' But when the appointed hour had struck, these same steady old boys, fascinated by Joe's wonderful powers of jest and anecdote, were the loudest in pressing him to keep his seat, a pressure which he never resisted. . . . . Countless were the stories told of his sayings and doings. Once the watchman found him in the street quite unequal to steer his course home. This friend in need wished to place him in a wheelbarrow and to carry him to his house in this kind of triumphal car, when Daltera, steadying himself for a moment, and throwing himself into a theatrical attitude, astonished the poor 'Old Charley,' as he addressed him *à la John Kemble*, whom he had seen performing the character that night, 'Villain, stand back; the gods take care of Cato!' Notwithstanding his irregularities,

CHAP. VII.

he lived to a good old age, dying about 1836, having been in the profession not far from half-a-century."[1]

Atherton.

One of the early inhabitants of Hanover Street was John Atherton, Esq., Treasurer of the Infirmary 1752-61. In 1746 he purchased Walton Hall and estate from Roger and Lawrence Briers, and went to reside there. He was succeeded by his son John, high sheriff in 1780. The estate was afterwards sold to Mr. Thomas Leyland, and the Athertons removed to Ludlow. The elder Atherton was grandfather to the Rev. Legh Richmond.

Brooks.

On the east side of Hanover Street, between Wood Street and the site of Bold Street, stood in the middle of last century the establishment of Messrs. Joseph and Jonathan Brooks, merchants, builders, timber-merchants, lime-burners, rope-makers, etc. Joseph Brooks resided on the spot. The house and garden stood in front, the timber-yard and lime-kilns immediately behind, with a field extending as far as Berry Street. The present site of Bold Street in its entire length was their rope-walk. I have already given an account of the Brooks family, including these gentlemen, in a former chapter.

Church Street.

Leaving Hanover Street, let us now turn our attention to Church Street, the main central artery of the district, and for convenience' sake, we will begin at the end next Lord Street. Although laid out as a street at the latter end of the seventeenth century, very little was done in the way of building for many years subsequent. St. Peter's Church was the first building erected. As the town increased, the want of a second church began to be felt, and the Corporation, which at that period was controlled by several very active and energetic men, especially Sir Thomas Johnson, to whom the town owes so much, determined to erect a new church beyond the brook, on the estate so recently acquired from Lord Molyneux. In so doing they took the opportunity, whilst going to Parliament, to apply for the establishment of Liverpool as a parish separate from Walton, to which it had hitherto appertained.

St. Peter's.

The Act was passed (10 and 11 William III., c. 36,—1699). The new parish was to have two rectors, the living to be in the gift of the common council. The Rev. Robert Styth and the Rev. William Atherton were the first appointed rectors. Under the provisions of the Municipal Reform Act the advowson was sold in 1838 by the Corporation to the late Mr. John

[1] "*Liverpool a Few Years Since, by an Old Stager*," 1852.

Stewart of Liverpool for £8000. By a subsequent Act the two medieties are now united under a single rector.

St. Peter's.

Sir Thomas Johnson.

Sir Thomas Johnson, who was elected member for the borough in 1701, took a warm interest in the completion of the church. He frequently refers to it in his letters. Thus, on June 25, 1703, he says: "Our new church goes on well; we now agree to seat it with oak, though I saw your hand for fir." Again, on September 17, the same year: "Please to inquire what we can have your black and white marble for per stoop or yard, proper to lay in the chancel. We shall want as much as will lay forty yards. We have ordered the black flag from the Isle of Man, to lay the iles with; it will be much better than common flags." In 1704 the church was completed and consecrated.

Architecture.

The building is large and commodious, but possesses few claims to architectural design. It is of the school of Sir C. Wren, being, indeed, a poor copy of the Church of St. Andrew, Holborn. The original cost was £3500. In the interior there is some bold wood-carving of good style, but somewhat coarse execution,[1] and several monuments to old Liverpool worthies, possessing some interest. In Johnson's correspondence there is no mention made of an architect in connection with this church. This would give some countenance to the tradition which accounts for the four entrance-doors being each of different design in this wise: An architect in London being applied to to furnish a design for a door-case, forwarded four sketches from which to choose; but the local authorities not being able to agree in the selection, settled the matter by adopting the whole four. There was formerly a row of elm-trees round three sides of the churchyard, and a double row on the side next Church Alley. A few of these still remained within the memory of persons now living. The church possesses a very musical peal of ten bells, which were placed in the belfry in 1830.

Musical Festivals.

St. Peter's is memorable for the festivals of sacred music which have been held from time to time within its walls, the first dating from 1766, said to have been the earliest of the kind in the North of England. At intervals generally of about three years these performances were repeated, to the great delight of lovers of music at a time when intercourse with the metropolis was difficult and expensive, and to the benefit of the

[1] This carving was executed by Richard Prescot, a protégé of Lord Molyneux. Some of the carving in St. George's is also from his hand. Lord Molyneux gave him land in Lord Street, on which he built a house.

CHAP. VII.

St. Peter's.

local charities. The leading vocalists and instrumentalists of the day were usually subsidised. Mrs. Salmon, Miss Stephens (Countess of Essex), Bartleman, Braham, Knyvett, "cum multis aliis," have here added to their laurels. In the course of time scruples began to be entertained as to the propriety of such performances (of sacred music only) in a church. This led to the proposal of a scheme for the erection of a large hall in which musical performances might be held, which ultimately resulted in the erection of St. George's Hall.

Wakefield.

The Rev. Gilbert Wakefield, well known as a classical scholar and controversial writer, was curate of St. Peter's in 1778, whence he removed to St. Paul's. Soon afterwards he seceded from the church and was appointed classical tutor to Warrington Academy, and subsequently filled the same office at the Dissenting College, Hackney. He died in 1801. His scholarship was highly estimated by Dr. Parr, who contributed to his memoirs.

Library.

It is worthy of mention that the first public library in Liverpool was established in connection with St. Peter's Church. In 1715 John Fell of Liverpool, mariner, bequeathed £30 to the poor of the town, and £30 towards the formation of a library of edifying books, for the general use of the parishioners. The books were deposited in St. Peter's Church, but what has become of them I am not in a condition to state.

Buildings.

It was not until after the middle of the eighteenth century that Church Street was built up to any extent. We are informed by Troughton that it was first completely paved in 1760, prior to which time there was only a causeway about four yards wide in the middle of the street for carts, and a footway, close to the wall of St. Peter's Churchyard. We may also judge

A.D. 1769.

of the condition of the neighbourhood in 1769 from the following advertisement of March 16 in that year:—

"To be let for a term of years, two fields or closes of land, near St. Peter's Church, called or known by the name of Williamson's Fields. For further particulars apply to Mr. Thomas Crook."

Houses.

Residents.

Church Street was naturally in the first instance a street of respectable residences, though we do not find any of such noble mansions as adorned Hanover Street. There were residents here at the close of the last century, Mr. Henry Clay, of the firm of Gregsons, Parkes, and Clay, bankers, mayor in 1805; Mr. Richard Gerard, mayor in 1780; Mr. William Rutson,

father of Mr. Rutson, of the great firm of Ewart, Rutson, and Co.; Mr. George Case, mayor in 1781. He continued an alderman and member of the common council for more than half-a-century subsequently, dying somewhere about the time of the Municipal Reform Act. Dr. James Currie, the biographer and editor of Robert Burns, also resided in Church Street. Residents.

The dwelling-houses in Church Street gradually developed into shops, to some of which I may refer, as having a history connected with them. On the north side, opposite the church, stands the establishment of Messrs. Roskell and Co., watch manufacturers. The history of the watch trade in Liverpool is not devoid of interest, as being one of the few manufactures which have been carried on with success. It is said that there are only three places in the United Kingdom where watches are actually made, viz. London, Liverpool, and Coventry. I have alluded, in Chapter V., to John Wyke,[1] who was one of the first to introduce the manufacture into the town. John Wyke died in 1787. Shops. Watch trade. Wyke.

William Tarleton is said to have been the first person who brought the Liverpool-made watches into high repute. In the Directory of 1766 he is found in Bixteth Street. Before 1781 he had removed to No. 8 Church Street, then recently built. The neighbouring Tarleton Street in all probability derives its name from this source. In 1803 he was succeeded by Robert Roskell, who had previously carried on business in Byrom Street, and had married Tarleton's daughter. On the same premises the business has been carried on by successive generations of the same family to the present time. Roskell.

The Right Rev. Dr. Roskell, R.C. Bishop of Nottingham, was a descendant of Robert Roskell.

Another well-known name in the same manufacture, Peter Litherland, the inventor of the lever watch, was long connected with Church Street. Litherland.

In 1796 we first find him in Mount Pleasant, about which time a circular was issued by Litherland, Whiteside, and Banning, calling public attention to their improvements. They then removed to Ranelagh Street, and in 1810 to Church Street, the firm being subsequently changed to Litherland, Davies, and Co. About 1837 they removed to Bold Street, where they still remain. It is pleasant to find two prosperous concerns like Roskell's and

[1] Vol. ii. p. 119.

CHAP. VII.

Litherland's carried on in the same localities for more than three-quarters of a century.

Yaniewicz and Weiss.

At No. 2, on the same side the street, there was, many years ago, located the firm of Yaniewicz and Weiss, musicsellers. Mr. Yaniewicz was a Polish musician, very eminent in his day as a violinist, and especially patronised in Edinburgh. Mr. Weiss was a German. His son became a professional singer, and obtained a good reputation as a basso. He died in 1868. The concern was discontinued about 1828.

At the corner of Basnett Street, resided at the beginning of this century, Mr. Thomas Freckleton, attorney. The premises were afterwards converted into a bookseller's shop, first Peeling, afterwards Muncaster, and finally Joshua Walmsley, who removed into Lord Street when the tenement was absorbed into Compton House. Mr. Walmsley was killed by being run over opposite his own door, which led to the erection of the stations and safety lamps at the crossings.

Compton House.

The building which dominates over Church Street and casts into the shade all around it is Compton House. Its history is a romance in brick and stone. Established as a draper's shop, about the year 1832, in a single small tenement in Church Street, by two young men, James Redcliffe Jeffery and James Morrish, who were possessed of little besides industry and enterprise, it speedily attracted attention for the tact with which it ministered to the general wants, and the air of progress and boldness which characterised its operations. Shop after shop was added, until the concern acquired gigantic dimensions. New departments of trade were opened from time to time, leaving no want of a housekeeper unsupplied, from a kitchen saucepan to the ornaments of a lady's boudoir, or the elegant enrichments of a fashionable drawing-room. Plate, clocks, watches, toys, saddlery, Cashmere shawls, gentlemen's clothes, ladies' millinery, furniture, boots and shoes, travelling trunks—nothing came amiss; and the establishment eventually absorbed the entire front, from Tarleton Street to Basnett Street, and extended the whole depth from Church Street to Leigh Street. Not content with this, the intention was entertained of leaping over the narrow strait at the back and comprehending the entire block of building to Williamson Square. The York Hotel and several other properties were purchased with this object, but

Down to about 1860 all had apparently gone forward with a success which was the astonishment and envy of rival tradesmen. In this year Mr. Morrish drew out of the concern with a large fortune. On December 1, 1865, owing to the mischievous perverseness of a shop-boy throwing away a lucifer-match, the whole establishment was burnt to the ground, and at one fell swoop the labour of a life was rendered nugatory. The stock at the time was large, and, owing to difficulties as to the rate of premium, insufficiently insured. Mr. Jeffery set to work with almost superhuman energy, and in the course of a week after the fire he had opened new premises in Newington, fitted up temporarily for the purpose on a large scale. No time was lost in rebuilding the old structure, which rose from its ashes, phœnix-like, in stately proportions. Architecturally speaking, the occurrence of the fire was an advantage. The original Compton House was a very heterogeneous whole—a thing of shreds and patches; the new structure formed a splendid pile, of handsome design, in white stone, with lofty pavilions at the angles, separated into compartments, with fireproof divisions. By dint of working day and night the building was ready for occupation in an incredibly short space of time, and was re-opened on May 27, 1867. Apparently Compton House again stood forward radiant with more than its former splendour; but, alas! "Ichabod" might have been written upon it—the glory had departed. Mr. William Jeffery, the brother and right-hand of the principal, was cut off suddenly by apoplexy, and J. R. Jeffery was left to fight his battle alone. The battle was a losing one. The expenses of the new Compton House were more than double those of the old concern, the interest of money representing rent being at least £8000 per annum, besides rates and taxes about £2000, whilst the receipts, if not actually diminished, did not increase in like proportion. After a severe struggle with adverse circumstances for some years, the pressure became too great to sustain, and one morning in March 1871 the shutters of Compton House were closed, never to be re-opened under the *régime* of J. R. Jeffery.

Compton House. Fire.

He did not long survive the wreck of his fortunes. The nervous system had been strained to the uttermost point of tension, and when the collapse came it utterly broke down. He gradually sank under a complication of disorders, and died a few months after the failure.

Mr. Jeffery for many years took an active part in the poli-

CHAP. VII.

tical and municipal affairs of the town. He was for some time a prominent member of the town-council, and contributed largely to its debates, being a fluent and ready speaker. He was also a magistrate for the borough and county, and on the bench displayed considerable ability.

Eyes family.

On the same side of the street, a little east of Basnett Street, the successive members of the family of Eyes for many years carried on the profession of surveyor.

The series commenced with James Eyes, at the end of the seventeenth century. Richard, who succeeded, died August 19, 1704. John became eminent in his profession, was surveyor to the Corporation, and published several maps of the town. His brother James was surveyor of the highways.

John and Charles carried on the business in the next generation. Charles, in 1785, published a map of Liverpool and the environs.

Edward, the son of Charles, continued the series, which finally came to a close with the decease of Edward junior, about 1850, after a continuous practice of considerably more than a century and a half.

We will now notice a few particulars of the south side of Church Street.

Jackson.

A shop between Paradise Street and Church Lane—since removed for widening the street—was occupied from 1830 to 1837, by Mr. William Jackson, ironmonger. By industry, enterprise, and ability, brought to bear in the commercial and railway sphere, he raised himself to a conspicuous and honourable position. He was created a baronet, and sat in the House of Commons as member for Newcastle-under-Lyne, and subsequently for South Derbyshire. The construction of the Birkenhead Docks and the development of the town, the Grand Trunk Railway of Canada, with other large commercial schemes, owe much to his perseverance and sagacity.

In the narrow avenue called Church Lane, a cattle-market, principally for milch cows, was held every Saturday down to about 1820.

Prior's Academy.

A few doors along the same street there existed during the first quarter of the present century a rather celebrated academy, kept by Messrs. Prior and Shaw, afterwards by Mr. Richard Prior *solus*. Richard Prior was in many respects a noteworthy man. He had not the advantage of a college education, nor, probably, would he now be considered highly informed or deeply

read. He had, however, the knack, if it may be so called, of grounding his pupils well in what he undertook to teach. Gaunt in appearance, severe in manner, and somewhat eccentric in his habits, he ruled his little domain with absolute sway. A delinquent seldom escaped punishment, occasionally somewhat severe. His school filled to overflowing, and he became a prosperous man. In 1818 he removed his establishment to Pembroke Place, where, by his successors it was carried on for many years subsequently, but scarcely with the same success. Many of his pupils have attained to positions of high respectability in Liverpool and elsewhere. Peace be with his ashes! He deserves at the hands of an old pupil this passing tribute to his memory. "Quod enim munus reipublicæ afferre majus meliusve possumus, quam si docemus atque erudimus juventutem."—Cic. *Divin.* ii. 2.

Prior's Academy.

The original Church Street was not the spacious avenue it now appears. It was widened in 1866 on the south side at a very heavy public expenditure. For the property between St. Peter's Church and Paradise Street prices were given varying from £30 to £50 per square yard. A curious and interesting trial took place in 1868 respecting the value of the portion of the churchyard required for the street. According to law, the rector, as the party in possession of the legal estate, was served with notice to treat by the Corporation. The churchyard had originally been granted by the Corporation to the parish for a burial-ground, and had been so used for about a hundred and forty years, when it was closed by an order of the Privy Council under the Burial Boards Act, and a new cemetery constructed at the expense of the parish at Anfield. The legal advisers of the rector, acting under the decision of the Court of Queen's Bench, in *re* Hilcoat and the Archbishop of Canterbury, claimed £20,000 for 691 square yards of land. After much negotiation, the matter was left to the arbitration of Mr. Maneety, Q.C., and after a keen contest the ultimate award was £5150. The money was paid into court for the benefit of whosoever might be entitled to it. There were three claimants; the Corporation as the original grantors, the parish for whose benefit the land was granted, and the rector as representing the interests of the clergy and patron. Ultimately, the Court of Queen's Bench decided in favour of the clergy, and the amount was invested for the increase of the rector's stipend.

Improvements.

St. Peter's Churchyard.

Trial.

The block east of the church, between Church Alley

CHAP. VII.

and Post Office Place consisted, to some extent, of the oldest buildings in the street. They were taken down and the line set back under the improvement of 1866.

Here resided in the early part of this century, George Coltman, a surgeon of considerable eminence. He had been a surgeon's assistant in the navy, but was dismissed the service for striking his superior officer who had given him the lie. He was a rough-spoken fellow, greatly addicted to profane swearing, and a radical in politics.

Post-office.

In 1800 the Post-office was removed from Lord Street to Post-office Place. Mr. Thomas Banning was appointed postmaster, in whose family the office remained down to 1875. In 1839, the business having enormously increased, even before the establishment of the penny postage, the Post-office was removed to its present locality in Revenue Buildings.

Woolfield's Bazaar.

At the western corner of Post-office Place and Church Street, visitors to Liverpool were formerly attracted to a rich and varied collection of articles of taste and vertu, known as Woolfield's Bazaar. This existed while as yet Compton House was not, and was the source of considerable wealth to several successive occupiers. It was originally commenced by Mr. John Woolfield, who opened a jeweller's shop in Paradise Street about 1826, and removed to Church Street in 1828. He was succeeded by his brother Thomas, who greatly enlarged the premises and extended his sphere of operations. About 1840 he retired with ample means, and settled at Cannes, in the south of France, to the success of which he has greatly contributed by his enterprise and outlay of capital. He was succeeded by Mr. W. B. Promoli, of Paris, who in a few years transferred the business to his nephew, Mr. F. L. Hausburg, who after a very successful career was succeeded in 1860 by Mr. Tooke, of London. In 1866 the progress of improvement required the widening of Church Street, which could only be accomplished by the destruction of the famed bazaar. The claims for compensation, both of landlord and tenant, were naturally large for breaking up so profitable a concern. After a protracted and expensive inquiry, an award was finally made for £38,800 for the site, 916 square yards, being about £41 per square yard, and £23,000 for the trade compensation and stock.

Dispensary.

A little higher up the street formerly stood the Dispensary. The first Dispensary was established in 1778, on the east side of North John Street, extending to Prince's Street. The

institution arose from the neglected state of the poor of the parish in cases of sickness. From this a wider range was included; and its operation was found so beneficial, that in 1782 a piece of land was purchased in Church Street, at the corner of what was subsequently Post-office Place, and a neat building erected by Mr. John Foster, the founder of a family which became in subsequent years very prosperous. The building was of brick, with stone dressings, with a semicircular projecting portico and a central pediment over. A tablet built into the wall contained a bas-relief of the Good Samaritan, modelled by John Deare, a young sculptor of considerable promise, a native of the town. I may here insert a short memorial of his career.

John Deare.

John Deare was the son of Mr. Thomas Deare, an artist in hair, jeweller and tax-collector, who had a shop in Castle Street, and resided in Temple Street. The future sculptor was born on October 26, 1759. His taste for modelling was very early developed, a miniature figure of the human skeleton having been cut by him with a penknife when he was only ten years of age. At sixteen he went to London, where he was articled to Thomas Carter, of 101 Piccadilly, and was employed in carving ornaments for chimney-pieces, in the performance of which he is said to have exhibited great talent. At twenty he obtained the first gold medal which was given at the Royal Academy, for a design from Milton; Adam and Eve, from the fourth book of *Paradise Lost*, modelled in alto-relievo. Soon afterwards he was sent to Rome by the Academy, along with several other young artists, under the patronage of George III. He was a contemporary of Canova, who thoroughly appreciated his talents. George Cumberland says of him that the best artists sought his advice and correction in their designs. His chief works went to France. In England he is not much known. In the Worsley collection there is a Marine Venus from his chisel, which has been much admired; but his *chef d'œuvre* is said to be a piece in the collection of Sir Corbett Corbett.

He married a beautiful Roman girl, to whom he was much attached, and obtained constant employment in his profession. Whilst in the full career of fame the French became masters of Italy. The commandant of the troops, enamoured, it is said, of his wife, threw the artist into prison, where he died of a broken heart, August 17, 1798, in the thirty-ninth year of his age.

CHAP. VII.

John Deare.

There is another account of his decease, derived from Thomas Grignom, who is said to have been present at his death. He states that amongst some blocks of marble which Deare had purchased there was one of a singular shape, from which he believed he could carve a figure in a peculiar attitude; but in order to be quite certain of the fact he was determined to make it his bed for the whole of a night, that he might receive fresh hints from the visitation of dreams. In carrying this design into execution he got a chill into his system which carried him off in a few days.

Neither account is very satisfactory, but my reader can take his choice.

Deare was interred in the English burying-ground, near the Pyramid of Caius Cestius. The original model of his Edward and Eleonora was presented by his fellow-student, M. Lange, to the Liverpool Royal Institution. In the Liverpool Exhibition of 1783 several casts and models by Deare, then at Rome, were exhibited.

Dispensary removed.

After remaining about forty-seven years, the Dispensary was changed in its character, and divided into North and South Districts. The building in Church Street was sold in 1829 to Mr. Josias Booker, who pulled it down and converted the site into shops in front, with a series of rooms behind, leased to the Liverpool Academy for their exhibitions. The history of this Academy is a very unfortunate one.[1] As already related, two attempts were made during the last century to localise an institution for the encouragement of the fine arts, but in both instances without success. In 1810 the Academy was re-established by the efforts of the local artists themselves, and annual exhibitions were held, at first in the Gothic Rooms, Marble Street, and subsequently in rooms over the Union Newsroom, in Slater Street. In 1814 the exhibition was removed to the Gallery of the Royal Institution, Colquitt Street, where it continued to be held until 1831. In that year the town-council came to their aid, and agreed to lease for their use the new Exhibition Rooms in Post-office Place. With this timely assistance the Academy went on prosperously for many years, and accumulated a reserve fund. At length, however, adverse currents set in from several directions. When the lease of the building ran out the reformed council declined any further assistance. Notwithstanding this, the Academy was quite strong enough to have stood

Academy of Art.

[1] *Vide supra*, vol. i. p. 208.

on its own merits; but internal dissension sprang up. The Pre-Raphaelite heresy arose. The annual prize became a battle-ground between the old school and the new. Some of the *dilettanti* outside wished to have a share in the management; and their demand not being complied with, they got up a rival society and opened exhibition-rooms at the Queen's Hall, in Bold Street. The consequences were disastrous to both parties. The Academy held out until their reserved fund was exhausted, and then closed their doors. The new society continued at a ruinous loss for several years, and then followed the example of their rivals. The consequence was an entire absence for many years of any public recognition of art in the town of Liverpool. There are many very valuable private collections in the locality, but the claims of art on public support for the general benefit of all have been almost entirely ignored. In the autumn of 1871 an exhibition of modern paintings was held at the Free Public Museum, William Brown Street, got up by the committee of the institution, and attended with considerable success. Exhibitions have continued to be held in the subsequent years with increasing popularity and éclat, the sales of pictures during the exhibition of 1874 having reached the sum of £9300. The erection of the new Art Gallery by Mr. A. B. Walker, already recorded in the historical portion of this work, will, it is to be hoped, afford a permanent vantage-ground for the progress of art in the locality.

Academy of Art.

A little further to the eastward stands the Athenæum, for seventy years past the resort of what may be called the "upper crust" of Liverpool mercantile society. The scheme for its erection was brought out in 1797 by Mr. Roscoe, Dr. Currie, and some of their literary friends. The building was completed and opened in 1799. The design, though unpretending, is not devoid of character and merit. Its principal fault is a degree of flatness in the façade and feebleness in the details. The newsroom and library internally are effective. The library contains about 25,000 volumes, amongst which are a few rarities. One case contains a selection of books, purchased at the sale of Mr. Roscoe's splendid library, presented to him by his friends, and by him handed over to the Athenæum. There is also in the library a painting, by Fuseli, of the death of Lorenzo de' Medici, painted for, and presented by Mr. Roscoe.

Athenæum.

The house on the west side of the Athenæum (now shops)

CHAP. VII.

was formerly the residence of Mr. George Case, mayor in 1781.

On the east side were for many years the rooms of Mr. Thomas Winstanley, auctioneer, a man of singular skill as a connoisseur in paintings, particularly of the old masters.

Liver Theatre.

Beyond the Athenæum formerly stood the Liver Theatre. This was erected in 1829 by a Mr. Wilson, and leased by Messrs. Raymond and Hammond, two actors formerly connected with the Theatre Royal. Their proceedings were interfered with by the proprietors of the old theatre, who under the old law prosecuted their rivals, and convicted them in heavy penalties for the infringement of their monopoly. About 1850 the theatre was discontinued, and the building converted into shops. The Liver is principally remarkable for having brought out the eminent vocalist, Sims Reeves, whose voice and abilities were here first developed and recognised.

Sims Reeves.

Brooks's Garden.

Previous to the erection of the Athenæum the site was laid out as an ornamental garden, with a fishpond in the middle, extending as far as the corner of Hanover Street. This belonged to Mr. Brooks, who is mentioned above. The street behind, called Brooks's Alley, also owes its origin to the same family.

Williamson Street.

Let us now cross Church Street. Beginning at the west end, we first approach Williamson Street. The Williamson family had large property in this neighbourhood, and laid out this street during the third quarter of last century. In 1764,

Williamson Square.

after Williamson Square was laid out and formed, the proprietors applied to the Corporation to convert it into a market. The council agreed to take the subject into consideration if they would fill up the swamp in the land adjoining Frog Lane (now Whitechapel). A few good mansions were erected in this square. Mr. Victor Busigny built the large house corner of Tarleton Street, subsequently the York Hotel. Mr. James Bridge built another at the south corner of Upper Dawson Street. At No. 8 resided for many years the Rev. Thomas

Moss.

Moss, vicar of Walton. I extract a few particulars of this worthy from Mr. Aspinall's lively sketches:[1]

"His share of the drum ecclesiastic was decidedly the drum *stick*. Not over witty himself, never was man the cause of so much wit in others, and often at his own expense. He was known in his own circle as 'Old England,' because 'he expected every man to do *his* duty;' that is, he never met a

[1] *Liverpool a Few Years Since*, p. 112.

brother clergyman without seizing upon him and asking him if he could do his duty on the next Sunday. . . . Mr. Moss had an intense horror of all sorts of innovations; and in the case of the first railway between Manchester and Liverpool, this feeling was greatly increased by the fact of his being a large shareholder in a canal which might be affected by its success. He was in a fever of excitement, and almost raved whenever the subject was mentioned. He magnified every difficulty, dwelt upon every obstacle, and concluded every harangue on the question with the triumphant exclamation, 'But never mind, they cannot do it; Chat Moss will stop it—Chat Moss will stop it!' On one occasion, when our friend had been holding forth in his usual strain, and finished with a look of defiance, 'Chat Moss will stop it;' one of the party quietly observed, 'Depend upon it, your *chat*, *Moss*, will never stop it.'"

Chat Moss.

The Theatre Royal stands on the north side of Williamson Square. In Chapter IV. I have traced the history of the drama in Liverpool down to the year 1772, when this building was erected. In the previous year a patent passed the Great Seal to Mr. Gibson, to establish a theatre and perform stage plays in the town. This led to the erection of the present structure. The cost of the building was £6000, which was raised in thirty shares, each share bearing 5 per cent interest, with a silver ticket entitling the bearer to attend every performance in any part of the house.[1] Originally the front was of brick, in a line with the houses at each side, surmounted with a pediment enclosing the royal arms and other decorations in the tympanum. The building was opened in June 1772 with the tragedy of "Mahomet," and the farce of "The deuce is in him." Two prologues were prepared; one by George Colman the younger, which was delivered; the other by Dr. Aikin.

Theatre Royal.

Within the first year after the opening, two accidents took place; the first during the performance of "Midas," when the car containing the gods and goddesses having mounted to the clouds, by some means gave way, and the celestial beings were tumbled upon the stage. An amusing squib was written on this occurrence by Dr. Houlston, ending thus:

[1] The subscription list was filled up in an hour. Mr. Gibson died August 21st 1771, before the theatre was opened. He was buried in Walton Churchyard, where a handsome tomb was erected over his remains. Messrs. Younger and Mattocks succeeded to the management.

Mr. Younger died in 1784, and was buried in Sefton Churchyard, where a stone will be found inscribed to his memory.

CHAP. VII.

Theatre Royal.

> "Forgetting themselves for the general good
> They stained for the first time the stage with true blood,
> Esculapius came, and their good heads were mended,
> And thus was the rare tragi-comedy ended."

The second accident arose from a cry of "fire" from the gallery, which caused the usual rush and confusion, but which does not seem to have led to any serious results. In 1803, considerable alterations were made. The building was enlarged and advanced beyond the line of the adjacent houses, with the curved stone façade as it now stands. The re-opening took place in June 1803, with the comedy of "Speed the Plough," when an address was delivered composed by Mr. T. Dibdin. Most of the leading performers have in their day "fretted and strutted their hour" on these boards; but it is recorded in tradition that both Mrs. Siddons and John Kemble, in the days before their fame was established, have been hissed off the Liverpool stage. The death of Mr. John Palmer in August 1798, soon after performing in the play of "the Stranger," is recorded in most of the annals. It is not, however, the fact that he died on the stage, or that he had uttered the words, "there is another and a better world." The words did not belong to his part, nor was he attacked by illness until a succeeding scene. Charles Incledon was playing in the same piece, and it was he who came forward to announce the sad event to the audience. The circumstance naturally made a deep impression on the public mind. A performance was given at the theatre on August 18, 1798, for the benefit of his family, which realised £412, besides the expenses of the funeral. A monody written by Mr. Roscoe was delivered by Mr. Holman. His remains were interred in Walton Churchyard, with the simple inscription on a plain slab, "John Palmer, Esq." He is said to have been an exceedingly handsome and fascinating man.

Palmer.

O. P. Riots.

Occasional disturbances have taken place within this theatre, the principal being the O. P. riots in 1810, and a few years afterwards a fierce contention between the partisans of two rival actors, Mr. Vandenhoff and Mr. Salter, which led to serious feuds and occasional breaches of the peace. In 1804, quite a furore was excited by the appearance on the stage of Master William Henry Betty, the so-called "Young Roscius."[1]

[1] W. H. Betty (the young Roscius) survived until the 24th August 1874, when he died in his eighty-third year at his residence in Ampthill

So strongly was public curiosity excited, that amidst the crowds which besieged the theatre persons had their clothes torn from their backs in the struggle for admission. The excitement, however, soon subsided, and on a subsequent visit, the young performer was treated with something approaching contempt. Theatre Royal.

This theatre was for a considerable time managed by Mr. T. D. Lewis, who succeeded his father, "Gentleman Lewis," as lessee, and who lived in a house adjoining the theatre in Murray Street. Mr. T. D. Lewis was for many years a well-known character in Liverpool, where in the days of stiff cravats, high collars, and slender waists, compressed by corsets, he acquired the sobriquet of "Dandy" Lewis. He had a chosen friend and companion in Mr. Thomas Smith Tarleton, a gentleman of similar tastes and pursuits. He had been brought up to commercial life, but it was soon evident that his talent did not lie in that direction. He belonged to the school of which Beau Brummel was perhaps the most distinguished example. Endowed with a handsome person, he devoted a large portion of his time to setting it off to the best advantage and exhibiting it in the public promenades of the town. This "*dolce far niente*" style of life would have been beyond his means, but luckily he had formed an early friendship with Lewis, who inherited ample means and refined tastes, which were generously placed at the disposal of his friend and companion. For many years "Tom" Tarleton and "Dandy" Lewis were a sort of institution in the town, moving in an orbit of their own, quite out of the centre of ordinary Liverpool life. Always dressed in the highest style of fashion, to an extent quite incompatible with the ordinary occupations around, whether parading "with solemn step and slow" the flags of Bold Street, or slowly driving in the beautiful "turn out" of Mr. Lewis, they were always the observed of all observers. Liverpool was a very unfavourable theatre for this sort of stage effect, and when the lease of the Theatre Royal expired, the friends migrated to London as a more congenial sphere. Mr. Lewis dying in 1852, left to Mr. Tarleton an ample provision during his lifetime. He survived until May 1868, dying at the age of three-score-and-ten. With some Lewis.

Square, London. Before he was fourteen years of age he had realised a large fortune, having in twenty-eight nights at Drury Lane netted £17,210 : 11s. He ultimately retired from the stage at the age of thirty-two. He maintained throughout the highest character in all the relations of life.

CHAP. VII.

spice of eccentricity and folly, there was much in the character of both which was amiable and good, and those who knew them may breathe a sigh to the memory of the last of the "dandies."

Tarleton Street, etc.

Tarleton Street, Houghton Street, Cases Street, Dawson Street, Richmond Street, are called after families once flourishing in the town.

Residents.

The Rev. Thomas Dannett, one of the rectors, resided for many years in Charles Street, now a very unsavoury avenue leading from Williamson Square to Whitechapel. In Williamson Street lived Mr. Thomas Shaw, mayor in 1747. In Tarleton Street lived Mr. (afterwards Sir) George Dunbar, who was mayor in 1796. In Marble Street, running northwards from Williamson Square, about the year 1780, a building of some architectural pretension called the Gothic Hall was erected for a linen hall. It was built by Lord Thomas Fitzmaurice, one of the Sherburne family, for the purpose of serving as a depôt for Irish linens, in which manufacture he had an interest. He married the Countess of Orkney, a peeress in her own right, and was the progenitor of the subsequent Earls of Orkney. Commercially it was not found to be a success. It was afterwards used as an auction room, an exhibition room, and finally subsided into a tobacco-manufactory. It was taken down in 1874.

Gothic Hall.

On the other side of Marble Street stands a plain brick building, fifty years ago rather celebrated by the magniloquent title of the "Liverpool Forum." Here periodical discussions were held on political and other subjects under the presidency of a somewhat eccentric individual, Samuel William Ryley.[1] This gentleman had been a professional actor for many years, and in the decline of life this occupation of presiding genius at a debating society, open to all comers, was proffered to him by his friends to aid in eking out a livelihood. He was the author of a singular book called *The Itinerant*, professing to give a sort of autobiography, but I suspect containing many chapters of somewhat apocryphal character. Be this as it may, it is a very interesting story, full of "moving accidents by flood and field," with nothing in it to offend the purest taste. Poor Ryley was ultimately pensioned off by his friends, and retired to a small cottage on the banks of the Dee near Parkgate, where he closed a chequered career, having survived to the period of our great dramatist's "lean and slippered pantaloon."

Forum.

Ryley.

[1] See vol. i. p. 281.

A little above the theatre, on the north-west side of Upper Dawson Street, a building was erected in 1796 called the Minerva Newsroom. At the latter end of the last and the beginning of the present century, a great rage existed for the establishment of newsrooms. About six or seven buildings were erected for the purpose in various localities, some of them in situations which at the present day would be thought very inappropriate. With two exceptions, they have all been abandoned. The one in question has long been known as the *locale* of the celebrated "Kelly the butterman," a gentleman who "keeps a poet" and enriches the diurnal literature with effusions on the leading topics of the day, which all, by some mysterious process, terminate in "butter and the butter place."

Minerva News-room.

"Kelly the butterman."

Murray Street, since called Brythen Street, which runs north-westward from Williamson Square, was until the erection of St. John's Market in 1823, a *cul de sac*, a quiet and almost unknown locality. Here formerly stood an octagonal building called Zion Chapel, erected in 1801 by the Methodists of the New Connection. About 1833 it was taken down, and a building for a Fish Hall erected on the site by a Joint-Stock Fish Company. This Company came to grief, and the building was sold to the Corporation and used as the office for weights and measures.

Zion Chapel.

Basnett Street was built up between 1770 and 1780. A large house at the corner of Houghton Street was built by Mr. John Leigh, attorney, who removed here from Dale Street. He was a man remarkable for the energy and perseverance displayed in his character. He had probably a greater amount of prescience and foresight as to the coming greatness of Liverpool than any man of his day. Acting on these convictions, he invested all the funds at his command in the purchase of lands round Liverpool. This he did to such an extent as seriously to embarrass himself during his own lifetime, and to entail large burdens on his successors. He manfully clung to his prepossessions, and never lost heart or hope to the last. The result fully justified and even surpassed his most sanguine expectations. His purchases have proved a mine of wealth to his family, the value of his estates constantly increasing with progress of building. His son, Mr. John Shaw Leigh, filled the civic chair in 1841. He afterwards purchased the estate of Luton Hoo from the Marquis of Bute, where his descendants reside. In 1776, Mr. Henry Park—usually called Harry Park

Basnett Street.

John Leigh.

Leigh family.

CHAP. VII.

Harry Park.

—an eminent surgeon, went to reside in Basnett Street. This was then considered such a distance from the centre of the town that his friends remonstrated with him for going so far out of the way of his patients. I shall have again to allude to Mr. Park.

Clayton family.

We will now proceed up Houghton Street into Clayton Square. This takes its name from the Clayton family, once very influential in Liverpool. William Clayton represented the borough in eight parliaments between 1698 and 1714, and was mayor in 1689. It was laid out between 1745 and 1750 on land belonging to the Claytons, a portion on the north-west side being purchased from the Williamsons. In 1769 only four houses had been erected. The centre house on the south-east side, now converted into the Prince of Wales Theatre, was the residence of Mrs., usually called Madam Clayton, the daughter of William Clayton above mentioned. Before 1785, the whole square had been completed with commodious well-built houses. Originally there was no outlet on the north-east side; the locality was therefore quiet and retired; the pavement was grass-grown; and the whole had an aspect of dull respectability.

Ashton.

James.

Onslow.

In this square resided Mr. Nicholas Ashton after his removal from Paradise Street and Hanover Street, and Mr. William James, father of Mr. William James of Barrock Lodge, M.P. for Cumberland. Mr. Arthur Onslow, a relative of Speaker Onslow, Collector of Customs, lived on the north-east side in a house taken down when Elliott Street was cut through. The quiet and seclusion of the square led to its use for open-air political meetings, principally on the Liberal side, which, notwithstanding the altered circumstances, have been occasionally continued to the present time.

Improvements.

In 1822, Elliott Street was carried through to Clayton Square from Lime Street, thus opening up an entirely new thoroughfare from the centre of the town eastwards. Since the establishment of the omnibus system, this route has become very much frequented. The character of the square has therefore undergone an entire change. All the houses have been converted either into hotels or offices, and a busy current of human life has supplanted the ancient quiet and decorum.

Parker Street takes its name from the family of the Parkers of Cuerden, who intermarried with the Claytons and Tarletons.

Roperies.

Previous to the building of St. John's Market, the space between Great Charlotte Street and the back of Clayton Square was occupied by rope-walks extending the whole length from

Hood Street to Ranelagh Street. Great Charlotte Street, called after the queen of George III., was laid out about 1780, with the cross streets Elliott Street (called after Sir Gilbert Elliott, Lord Heathfield) and Roe Street. It was originally intended to construct a crescent on the east side of Great Charlotte Street between Elliott and Roe Streets, as shown in Eyes's map of 1785. This was afterwards abandoned and Queen Square substituted. This was commenced with good houses on the east and north, but was never so completed on the remaining sides. As long as these roperies continued, any improvement in the neighbourhood was impossible, but the construction of St. John's Market effected an entire change. Elliott Street being cut through as above stated, the roperies became valuable building land. Shops and taverns were required surrounding the market, and a busy, thriving quarter succeeded to what was to that time almost a waste. Deane Street takes its name from a gentleman who had a ropery on the site and resided in Ranelagh Street adjoining, at an old-fashioned house, now the Albion Hotel.

Elliott Street.

St. John's Market was commenced in August 1820 and completed in February 1822, at a cost of £35,000. I have already narrated in Chapter I. the circumstances which led to the removal of the market from Castle Street and its erection here. The building was designed by Mr. John Foster, the Corporation surveyor. In point of convenience and adaptation to its purpose, St. John's Market possesses one great advantage, that of simplicity. A right-angled parallelogram, surrounded by streets on four sides, and intersected by avenues, longitudinally and transversely, it is simply a large area protected from the weather. The mere size of a covered area, not very far short of two acres, imparts a certain air of dignity to the erection. To architectural merit it can hardly lay claim. The heavy carpentry of the roof and its division into numerous spans give an air of lowness, almost of gloom. Allowance must be made for the period of its erection. As yet railway stations with vast iron roofs and enormous spans were things undreamt of. The comparison between the roofs of St. John's Market and Lime Street Station will show what a vast stride has been taken in five-and-forty years.

St. John's Market.

The erection of the fish-market followed as an adjunct to the general market.

The Amphitheatre—absurdly so called, not having any ap-

CHAP. VII.

Amphitheatre.

proximation to the form—was erected in 1825. The first stone was laid on November 27 in that year, and it was ready for opening in the incredibly short time of two months, having been opened on January 27, 1826. It was constructed for equestrian performances, and has been frequently occupied by Ducrow, Batty, and others, but for a long time it has been usually carried on as an ordinary theatre. The building and its arrangements are rough, uncouth, and slovenly, but it has merits of a valuable kind. It will seat an enormous audience, nearly 4000 persons, all of whom can see and hear. Its acoustic properties are exceedingly good. It has been frequently used for great political meetings, for which it is well adapted.

Old Fall well.

At the top of Roe Street stood the Old Fall well, which had existed on the Great Heath from time immemorial, affording a plentiful supply of water to all who chose to draw. It stood in a square area, built round with stone. When it was no longer used for public purposes (about 1790), the water was conducted by pipes to the garden of a house at the north end of Queen Square, occupied by Mr. William Roe (from whom Roe Street took its name), where it formed a fountain for many years.

Whitechapel.

Before completing our perambulation let us take a rapid glance at Whitechapel, which bounds the district I have been describing on its north-west side. Its original name was Frog Lane, so called no doubt from the colonies of croakers which inhabited the open brook running along its course. The name was altered after 1769 and before 1781. In the Directory of 1766 and in Perry's map of 1769 it is called Frog Lane. In the Directory of 1781 it assumes the name of Whitechapel. Why it was so called there appears no record. Probably the name was borrowed from the metropolis. In 1725 there only existed a few buildings near the bottom of Sir Thomas's Buildings. In 1769 the north-west side was built up, but the south-east side was still for the most part open fields. In 1785 both sides had been completed. There is nothing about the history of the street worthy of special notice. It was until recently a crooked and irregular avenue. The level of the surface being very low, little elevated above high-water mark, it was formerly subject in wet seasons to serious inundations, the communication between Church Street and Lord Street being occasionally for a time maintained by carts or boats. The houses built in the street were, therefore, not of a very superior character; but lying as it did in the direct line of traffic from north to south, business

Buildings.

became naturally attracted to it, and it has now developed into a leading thoroughfare. The improvements under recent Acts of Parliament have been carried out by widening the north-west side in connection with the reconstruction of the district between Whitechapel and Dale Street and the erection of the public offices. The alteration swept away many old structures—converted into shops, but still retaining much of their original character. Rainford's Garden takes its name from Mr. Peter Rainford, one of the bailiffs in 1724. Opposite the end of a short street called Derby Street, after the Derby family, with one front to Stanley Street, formerly stood an ancient Baptist meeting-house. It was erected about 1750, for the use of a part of the congregation from the meeting-house in Byrom Street —afterwards St. Stephen's Church—who seceded under the pastorate of Mr. Johnson, a relative of Sir Thomas Johnson. It was continued as a Baptist chapel down to the year 1819, when the congregation removed to Great Crosshall Street, and the building was converted into shops. Hard by, on the south side of Cumberland Street, stood a small Jewish synagogue, the first erected in Liverpool. It is said to have been built by some German Jews, about the middle of the last century. There must have been a small cemetery attached, as fragments of tombstones with Hebrew inscriptions have been found in the neighbourhood. It has been stated that the Hebrew congregation removed to Frederick Street in 1794, but the building remained standing for some time afterwards. It is shown in the map of 1796; but at the time of Horwood's large survey of 1803 it had disappeared.

Improvements.

Rainford's Garden.

Derby Street.

Baptist meeting.

Jews' synagogue.

The triangular space at the north-east end of Whitechapel was appropriated before the middle of last century as a hay-market, the name of which it still retains; but the market was removed to Lime Street early in the present century. Under the Improvement Act of 1838 the buildings between the Hay-market and St. John's Churchyard were cleared away, and the area greatly extended, forming a noble "*Place*."

Hay-market.

Down to the year 1819 produce coming to the Liverpool markets paid toll on entering the town under the old charters and grants from the crown. Collectors were stationed in the principal streets and at the landing-places on the river. In 1819 an Act was passed authorising the tolls to be levied as rent for standing room in the markets.

PUTNEY

CHAPTER VIII.

ST. GEORGE'S HALL AND ITS SURROUNDINGS.

CHAP. VIII.

Site.

THE last chapter terminated at the foot of St. John's Lane, whence a few steps take us to the esplanade of St. George's Hall. We are here on the declivity of the "Great Heath" of Liverpool, and it may not be amiss, before taking cognisance of what presents itself to our notice, to pause for a little and call up in our mind's eye the scenic changes which have passed over the locality.

Great Heath.

Our first notice of the heath is soon after the middle of the sixteenth century, on occasion of the disturbance between the "Blue Coats" and the "Motley Coats," described in a previous chapter.[1] The townsmen mustered on the heath "eagar as lions," "every man with their best weapons" summoned by the mayor to preserve the Queen's peace. At this time the appearance presented by the locality must have closely resembled Bidston Hill, on the opposite side of the river; a long slope of barren rocky soil, declining to the west, covered with whin bushes and heather. Even at this period it is probable that a few windmills had been erected on the high ground, for there is record of a great storm which visited the town on December 22, 1565, in which many windmills "were clean overthrown and all to broken."

Windmills.

Seventeenth century.

Civil war.

We again get a peep of the heath nearly a century later. Great changes had taken place in the interval. The country was up in arms, King and Commons battling for the supremacy, and even in this remote corner of the country, marching and counter marching, leaguer and battle were the order of the day. In the early summer of 1644 the fiery Rupert making a raid into Lancashire, sat down before Liverpool, and surveying from this declivity the mud-walls below, pronounced the place "a mere crow's nest, which a parcel of

[1] Vol. i. p. 58.

boys might take." However, he went to work strictly "*en règle*," opening his trenches at a very safe distance, and gradually bringing his parallels down the hill. The last line of trenches ran from the foot of London Road, nearly opposite what was then the Townsend Mill, along the slope as far as Copperas Hill, near the end of Silver Street. The trenches are frequently met with in excavating for sewers, etc. It is stated that Prince Rupert lost 1500 of his men in vain attempts to storm the town, but this is probably an exaggeration, as the place was reduced in eighteen days, and in the previous siege when the town was stormed by the Parliamentarians under Colonel Assheton, the Royalists only lost eighty men. However, here on this heath for the first, and let us hope for the last time culverin and demi-cannon, saker and falconet bellowed and roared for eighteen days. "Liverpoole hath cost a hundred barrels of munition," writes Arthur Trevor, "which makes Prince Rupert much ill-provided." At length the storm passed away; the Royalists retreated as quickly as they had advanced, and the heath was again left to its solitude, diversified only by the scream of the plover or the song of the lark.

Trenches.

Siege.

Another century rolls away, and when we next survey the scene, favourable signs of progress are manifest. The mud walls below have been swept away, the town has overleapt the boundary of the tiny brook, and is slowly dotting the lower slope of the hill with pottery works and houses. Nine or ten windmills are merrily swinging their arms to the fresh breeze, and on the brow of the eminence just below Prince Rupert's trenches, a stately building is arising, dedicated to the relief of human suffering, flanked by others for the relief of sailor's families, bearing testimony that with increasing prosperity the current of benevolence is developing in like proportion. The inroad of the Pretender (1745) has for a time alarmed the nation. Lancashire has once more—let us hope also for the last time—witnessed the advance of hostile troops, and rejoiced at their retreat. Operations have therefore for a time been suspended, shortly to be resumed. The heath has been partially enclosed and brought into cultivation,[1] and a road leading eastward out of the town towards Prescot has been formed. As

Progress, eighteenth century.

Rebellion, 1745.

[1] A.D. 1743. Ordered "that hedges be planted on the Great Heath, and grasse plots for the convenience of the inhabitants to dry clothes."—*Town Records.*

CHAP. VIII.

yet, however, travelling is limited to equestrians. Roads for wheel-carriages into the town are things for the future.

The Derby Dilly with its six insides

is a luxury unknown to the denizens of the rising port. No stage-coach can approach nearer than Warrington. Such is the general aspect of things hereabouts in the middle of last century.

Nineteenth century.

Our view grows faint and dim and vanishes into empty space. Another century elapses, and the curtain rises in the middle of the nineteenth. A mighty change has come over the landscape. The heath is now in the heart of a mighty city. The windmills have twirled their last gyrations and are gone. The haunts of the fox and the wild fowl are pervaded by the avenues of commerce, redolent with the cheerful associations of industry and progress. The stately building with its grassy forecourt, its quaint gates and balustrade and its advancing wings, quiet, solid, and respectable, with the shady gardens behind, has been swept away. In its place there has arisen a building which for magnitude, harmony of proportion, beauty of form and elegance of finish, may take its place amongst the noblest architectural works of any age or country. No modern building perhaps approaches nearer Virgil's description of the temple in Carthage:

> Hic templum Junoni ingens Sidonia Dido
> Condebat, donis opulentum et numine divæ
> Ærea cui gradibus surgebant limina nexæque
> Ære trabes, foribus cardo stridebat aenis.[1]

Changes.

Churches, monuments, statues, public buildings, have sprung up on every hand. Many during the period have arisen, flourished, and passed away to be succeeded by others better adapted to the times. The whole system of stage-coach travel-

[1] Sidonian Dido here with solemn state,
Did Juno's temple build and consecrate;
Enrich'd with gifts and with a golden shrine,
But more the goddess made the place divine.
On brazen steps the marble threshold rose,
And brazen plates the cedar beams inclose;
The rafters are with brazen coverings crowned,
The lofty doors on brazen hinges sound.

DRYDEN.

ling, which for many years was a prominent and distinguishing feature of this locality, has during the century been called into existence, served its purpose, and passed away like a tale that is told. Its grand successor, the railway system, has established its head-quarters in the same neighbourhood.

Such is the general aspect at the present day. Let us now trace out a little more in detail the successive steps by which this result has been attained.

Infirmary. With the exception of the windmills, which were set up on various points of the heath, the Old Infirmary was the first building erected. The want of such an institution had been felt and publicly noticed some time previously, and in 1745 a vigorous and successful attempt was made to realise the project. The Corporation gave the land on a lease for 999 years, and the works were commenced, but for a time suspended owing to the rebellion of that year. In 1749 the institution was opened with thirty beds for patients. The first president was the Earl of Derby. The cost of the building was £2648 : 7 : 11. In 1752 two detached wings were added for the purposes of the Seamen's Hospital. This was a charity created under an Act of Parliament about 1750, by which every seaman sailing from the port, paid sixpence per month towards the support of decayed mariners, and the widows and orphan children of seamen. The land was rented from the trustees of the infirmary at £20 per annum. The erections cost £1500.

Seamen's Hospital.

Design. The general effect of the buildings was pleasing and agreeable. They were of dark red brick with stone dressings, with a cupola over the centre of the infirmary, and smaller ones over the wings. The ample extent of the ground occupied, the loftiness of the central building, combining with the detached wings by curved open colonnades as at Burlington House, forming three sides of a quadrangle, imparted an air of grave dignity to the *ensemble*, which was quite in character with the purposes for which the building was designed. A large building for a lunatic asylum was erected in 1789 in the garden behind the infirmary.

Lunatic Asylum.

New Infirmary. After being in existence about eighty years, the infirmary was found too small for the increasing wants of the town. A new building for the institution was erected in Brownlow Street, and opened in 1824, to which I shall have to refer hereafter. A new lunatic asylum was also erected in Brownlow Hill. The Infirmary Buildings and Seamen's Hospital were taken down in

CHAP. VIII.

1826. The Lunatic Asylum was occupied for some years as military barracks, and was finally removed in 1835.

Festivals.

I have alluded in Chapter VII. to the triennial musical festivals formerly held in St. Peter's Church, and to the desire that a separate building for this purpose should be erected. In

Proposed building.

the year 1836 action was taken in the matter. Subscriptions to the amount of £23,350 were obtained, a committee was formed, and a premium offered in open competition for the best design, for a building to be erected on part of the site of the old infirmary, to be called St. George's Hall. After a severe

Elmes.

contest, the prize was awarded to Mr. Harvey Lonsdale Elmes, a young architect who had just entered upon his professional career in London with considerable promise. Whilst preparations for this building were in progress, the Corporation found

Assize Courts.

it necessary to erect assize courts for the southern division of the county, the business of which had recently been transferred to Liverpool. On a competition for the designs for this building, Mr. Elmes was again successful. Difficulties having subsequently occurred in carrying out the original scheme for the music hall, the whole matter fell into the hands of the Corporation, who employed Mr. Elmes to prepare plans embracing the objects of both schemes. The result was the design of the present St. George's Hall, which, however, underwent considerable modification during the progress of its erection.

First stone laid.

The first stone was laid on the Coronation day of Queen Victoria, June 28, 1838, with considerable pomp and ceremony, by Mr. William Rathbone, the mayor.[1]

Queen's visit.

On October 9, 1851, the town being honoured by a visit from the Queen and the Prince Consort, her Majesty visited the Hall, then in an incomplete condition, and was received in the most enthusiastic manner by her loyal subjects, in spite of such a continuous deluge of rain from morning to night as had scarcely been known within the memory of man. In 1854, September 12, the Hall was publicly opened by Mr. J. B. Lloyd, the mayor, on which occasion various festivities took place.

Notes on building.

A few words may here be introduced on the general effect and merits of the building. It is a structure of which the town may well feel proud, and notwithstanding some defects which will presently be pointed out, it will always hold a very

[1] This stone has no connection with the present building. It was laid almost at random, the exact position of the building not having been determined. It lies in the vacant space in front.

high and honourable place amongst the erections of modern times. In regard to its situation, the building has been fortunate. It occupies the most central position in the town, fronting some of the most important thoroughfares, and is surrounded by an area sufficiently extensive to exhibit its proportions to the best advantage. The immediate contiguity of the railway station, which discharges its passengers directly opposite the principal front, contributes not a little to the celebrity and fame of the building, the general effect on a traveller, just emerged from the darkness of the tunnel, being strongly—almost dramatically—picturesque. Another advantage it possesses is that of size; absolute bulk being a powerful element in the production of grand and noble impressions. In this respect the building before us stands almost, if not quite alone, amongst the secular structures of the country, at least in the provinces. Our magnificent cathedrals derive their beauty from sources and associations of an entirely different nature. Such palatial edifices as Somerset House, the British Museum, or Buckingham Palace, are rather clusters of buildings surrounding open courts, which the eye cannot comprehend from any single point of view; so that there are few buildings in the country forming a solid mass under one roof, which surpass it in dimension.

Situation.

Size.

The plan is simple in arrangement and is soon described. The centre is occupied by the great hall, attached to which at each end and opening therefrom are the assize courts; the hall filling the place of Westminster Hall to the London courts of justice, or the "Salle des Pas-Perdus" to the French courts. A corridor runs round the hall and the courts, communicating on the east side with the external portico, and on the west side with the library, robing room, Sheriff's court, and other subordinate apartments. The south end is terminated by a vestibule opening to the south portico. The north end terminates in a semicircle, within which is a spacious *loggia* or entrance, above which, on the upper storey, is placed the concert hall. The corridors are repeated on the upper floor, from which access is gained to the galleries of the great hall, and to a range of apartments partially over those below. The grand jury room is situated over the southern vestibule. These details, with the various staircases of communication, comprise the whole arrangement above ground. It would be quite out of place to describe the labyrinth of passages and vaults in the lower regions, com-

Plan.

CHAP. VIII.

prising the warming and ventilating apparatus, the steam-engine for working the organ bellows, the kitchens and cooking ranges, barristers' dining-rooms, etc.

Exterior.

Returning to the exterior, let us contemplate the building from the south-east, decidedly the most favourable point of view. The first thing which strikes us is the clear indication of the internal distribution which is afforded by the external elevation. The large central mass rising above the surrounding roofs clearly marks a spacious and lofty apartment within. This feature imparts boldness and dignity to the entire composition, and by its extent of plain surface gives that degree of breadth and repose which is essential in every great work of art. Some central feature is necessary in every large building, to give unity of effect, and to concentrate the attention of the spectator. This is often accomplished by the addition of a dome or cupola, but the result is too often that of dwarfing the substructure, and robbing it of its just proportions; in the present case this has been happily avoided. The central mass, in its plainness and horizontality, forms a sufficient counterpoise to the richness of decoration below, and to the vertical lines of the columns, without any painful predominance. It may be mentioned also, that another important element of beauty, that of gradation, is developed from the cornice upward by the receding lines of the attic, forming an intermediate step between the main order and the crowning mass.

East portico.

The east portico, with its sixteen columns and its lofty flight of steps, forms a promenade worthy of Greece in her palmiest days. The open galleries on each side, with their square pillars partially filled up below, are novel in design and effective in the result.

Sculpture.

The distinguishing feature of the southern portico is the fine group of statuary which embellishes the pediment. It seems to represent Commerce and the Arts bearing tribute to Britannia; but allegories of this kind are not always so intelligible that "he who runs may read." Be this as it may, the value of the sculpture consists, not so much in the story which it tells, as in the fine relief which the introduction of human and animal forms gives to the rigid lines of the architecture; the play of light and shade, unrestricted by the somewhat monotonous repetition of column and entablature, imparts a richness and variety which are kept within proper limits by the bounding lines of the pediment. The design, which is by the late

Professor Cockerell—originally intended, there is reason to believe, for the Professor's design for the London Royal Exchange, had he been selected to carry it out—is very effective in its general features, conforming without constraint to the straight lines of the architecture, whilst possessing within itself the utmost freedom.

South portico.

The portico with its flight of steps is graceful and elegant, but the narrow limit of the terrace in front is much to be regretted; access by the steps being out of the question, the whole arrangement seems somewhat abortive. Originally access was obtained from the street by two narrow flights of steps descending right and left from the centre; but the taste of the local *dilettanti* being offended, an appeal was made to the council, by whose authority they were removed, and the terrace finished as it now remains.

The frieze and architrave carry the following inscription:

ARTIBUS, LEGIBUS, CONSILIIS,
LOCUM MUNICIPIA CONSTITUERUNT,
ANNO DOMINI MDCCCXLI.

It has been objected to the exterior that each of the four sides is dissimilar, thus marring the symmetry essential to every classical structure. This objection, carefully considered, does not appear to have much weight. Since the eye can only command two sides at one time, if each side be symmetrical in itself, and not discordant from those which may be seen in conjunction, our sense of harmony is fully satisfied.

West front.

The west front, which is the most commanding in its aspect, is the least satisfactory. The square detached pilasters, when seen in perspective, appear massive and clumsy; and the ranges of windows, the absence of which in the other fronts imparts such a monumental character to the building, certainly mar the classical associations called up by the other façades.

North end.

Exception has been taken to the semicircular northern termination as being out of keeping with the remainder of the design, but, as it appears to me, without sufficient cause. If an excrescence, it is a graceful and elegant one, and needs no apology for its being where it is.

The exterior of the building generally bears unmistakable marks of genius in its conception. Roman in the style and order selected, the refinement of its details is suggestive of the

CHAP. VIII.

noblest period of Grecian art. On the whole, the result may be pronounced one of the most successful efforts of modern times.

Interior.

Turn we now to the interior. Here, I regret to say, the same meed of praise cannot be awarded. The arrangement of the plan is in the highest degree objectionable. A large hall of the imposing dimensions of the one under consideration should be approached through a noble vestibule. The principal entrance should be at the end, that the fullest perspective effect may be obtained, and that the first impression may be of the most striking character. Light and cheerful access should be afforded to every part. In the present instance all experience of this nature has been ignored. From the lofty grandeur of the eastern portico we enter by what appears externally a door of imposing proportions, but which is in reality a huge sham. We find ourselves in a low, narrow, and dark corridor, crossing which we immediately enter the great hall on one of its sides. The æsthetic effect is extremely bad, and the practical inconvenience so great, that it is impossible to use the eastern entrances on any public occasion. The southern access is still worse. The external portico is only approachable by a small portion of the steps at one end. We have here before us a still greater sham than on the eastern side. An immense door, with elegant architectural decorations, promises to open upon an equally imposing interior, but alas! the only movable portion of the door is a low-browed wicket, which gives access to a moderate-sized vestibule, the ceiling of which is about half the height of the doorway, the "dim religious light" serving little more than to make darkness visible. From this the visitor has to grope his way right or left through a series of dark, narrow, tortuous passages, till he finds himself entering the hall by the same doors as those above described, or corresponding ones on the western side. The southern entrance is, therefore, for all practical purposes, utterly useless, and accordingly is never so employed. Under these circumstances, the only available access is at the north end, which is that commonly used. The vestibule itself is spacious and handsome, though somewhat deficient in height, but the external doorways are narrow and mean. In this magnificent building, erected for all time, regardless of cost, it is a lamentable fact, that with two of the finest porticos and *quasi* entrances in the kingdom, the only available means of access for the public is by three doorways

East entrance.

South entrance.

North entrance.

on the basement floor, no larger than a common house door, without a particle of shelter.

Hall.

The great hall itself is worthy of the external design in grandeur of conception and beauty of detail. The rich costliness of the material contributes much towards heightening the effect. The polished red granite columns, the marble and alabaster balustrades, the bronze gates, the encaustic tile floors, combine with the richly-decorated vault to produce a splendour which enhances the greatness of the architectural proportions. Much of the interior design is from the pencil of Professor Cockerell, to whom the completion of the building was entrusted, after the lamented decease of the architect.

Assize Courts.

The two Assize Courts are rooms about sixty feet square, the arrangements of which have been repeatedly altered, without any very satisfactory ultimate result. Their acoustic properties have proved incurably defective, after many attempts to remedy them. The great hall labours under the same disadvantage, though for choral performances of music it is by no means to be complained of.

Organ.

The organ is a noble instrument, manufactured by Messrs. Willis, of London, equal to any in the country for extent, power, and beauty of tone. A contest was waged for some time as to the situation of the organ. Although designed for a music-room, it appears that in the plan no provision had been made for the reception of an organ. One great object of the architect was to have a vista through the great hall, by which the judge sitting in one court could see through the long perspective his brother judge on the bench in the other. With this idea the organ placed at the end was incompatible. It was proposed to divide the organ, placing one-half on each side, with connecting couplings; but then came the difficulty as to choral performances.

Orchestra.

Where was the orchestra to be placed? To divide this would be impossible, and it could not be placed at the end without destroying the much-cherished vista. Dire was the contention on this knotty question, the advocates of the vista even proposing the abandonment of music altogether rather than spoil the unique architectural effect. At length, however, common sense prevailed. The hall was built for music, and it was determined, *coûte qui coûte*, to carry out the intention. The organ was, therefore, placed at the north end; and after several abortive attempts, a tolerable orchestra was constructed below the organ.

Vault.

The vault over the hall is a daring piece of construction,

CHAP. VIII.

being turned in brick, with a span of eighty feet. Resort was had to hollow or pierced bricks, which lightened the weight by nearly one-half.

Concert Hall.

The small concert hall on the upper floor is quite a *bijou* in its arrangement and decoration. The plan is semicircular, with a light gallery round. The taste displayed in this apartment reflects the highest credit on the late Professor Cockerell, from whose designs it was completed. Its acoustic properties are remarkably good.

I have criticised pretty freely the mistakes in the internal arrangements of this building; but, with all its defects, it constitutes the architectural glory of Liverpool, and is one of the greatest triumphs of the art in modern times. The esplanade in front of St. George's Hall might be called the Forum of Liverpool, being the receptacle of most of the statuary of which Liverpool can boast. The lions couchant which form an advanced guard in front have occasionally called forth ebullitions of small wit and critical ridicule, but they are notwithstanding noble embodiments of the genus *Leo*, simple and grand in their repose. Mr. Thorneycroft's equestrian statue of the late Prince Consort has also had to encounter its share of critical remarks. Time, which proves all things, will prove the safest arbiter. The companion statue of Her Most Gracious Majesty Queen Victoria is a memorial of the loyalty to the throne and attachment to the person of the sovereign felt by the inhabitants of this "most ancient and loyal borough."[1]

Esplanade.

Statues.

Wellington Column.

What shall we say of the memorial column to the illustrious Iron Duke which dominates over the neighbourhood, and from the summit of which his effigy, like St. Simeon Stylites, looks out stern and forlorn in his isolated grandeur? Better, perhaps, say with Dante's guide—

Non ragioniam di lor', ma guarda e passa,

Which freely rendered into the vernacular, may be held to mean "The least said the soonest mended."

Alexandra Theatre.

The Alexandra Theatre is an erection of considerable merit,

[1] The above critique on St. George's Hall was originally written for "Modern Liverpool," the letterpress of which was contributed by the author to illustrate a series of drawings by Herdman. It is necessary to notice this, as the author has been honoured by the extraction and insertion of the entire criticism in another publication without a word of acknowledgment.

from the designs of Mr. Solomon, of Manchester. Both internally and externally it displays marks of careful study and good taste.

Lime Street Station.

Opposite St. George's Hall, on the east side of Lime Street, stood formerly a façade or screen of the London and North-Western Railway, erected in 1835-6, from the designs of Mr. John Foster.

I will not here enter into any particulars of the railway system, the introduction of which into Liverpool has been already mentioned in the historical narrative.[1] Suffice it to say that for six years after the formation of the railway to Manchester, passengers were taken in omnibuses to the terminus at Edgehill; that in 1836 the Lime Street tunnel was completed and the station opened; that the Corporation contributed £2000 out of the town's funds towards the beautifying of the façade. This façade, now amongst things of the past, consisted of a screen wall, with attached columns and entablature, and a lofty attic over. Although the style was coarse compared with the elegance of the great hall opposite, yet the general effect was somewhat stately and grandiose. The iron roof over the station behind was a noble piece of carpentry in iron, designed by Turner of Dublin. It has since been surpassed in extent and daring by its successor, and other modern specimens; but for true scientific construction, at a time when such roofs were novelties, it deserved every commendation. The roof and the façade have been swept away. The former has found a successor much larger and bolder in its construction; the latter has given place to one of the huge caravanseries which modern requirements have substituted for the ancient "hostelry," in which the importance of every wayfarer is measured by the amount of his contribution to the 10 per cent dividend of greedy shareholders.

Hotel.

St. John's Church.

Before proceeding farther eastward let me say a few words about St. John's Church, which seems to occupy such an impertinent position relative to the west front of St. George's Hall. If stones could speak, the church might well plead that though, like Uriah Heep, "exceedingly 'umble," it is not responsible for all the grandeur which has accumulated in its rear.

Owing to the increase of the town, an Act was obtained in 1762, authorising the building of two new churches, St. Paul's and St. John's. Soon after this a portion of the "great heath," constituting the present churchyard of St. John, was enclosed

[1] Vol. i. p. 418.

CHAP. VIII.

St. John's Church.

and set apart for a general burial-ground, and a small mortuary chapel erected near the present western gate. The ground and chapel were consecrated in 1767. In 1775 the first stone of the present church was laid by Peter Rigby, Esq., mayor. Although not usually so understood, the church was really dedicated to St. John the Baptist, as appears from the following inscription on the stone :—

Hic lapis positus erat septimo die ante Julii Calendas, et anno Salutis MDCCLXXV., necnon et die festo maxime venerando sanctissimi Johannis Baptistæ, in cujus memoriam hæ sacræ ædes sunt pietissime dicatæ, et ejusdem nomine reverenter nuncupatæ, Petro Rigby, Prætore, Johanne Colquitt, Jacobo Gildart, juniore, Edilibus, Edvardo Chaffers, Gulielmo Hatton, Custodibus Sacrorum.

The magniloquent character of this inscription, in calling the mayor and bailiffs by the classic titles of "prætor" and "ediles," instead of the usual mediæval "præpositus" and "bailivus," is worthy of notice. Owing to some cause not mentioned, the works went on very slowly, and it was not until 1783 that the church was consecrated. Thomas Lightholder, the architect of St. Paul's, was also the designer of this church. Making every allowance for the period of its erection, it would be scarcely possible to rate the design too low. The deplorable absence of any knowledge of the simplest elements of the pointed style is far from being compensated by anything pleasing in the outline or general effect. The building has obtained considerable notoriety from its very ugliness, and the obstruction which it offers to the west view of St. George's Hall and to the desirable improvements in the locality. Were it removed the churchyard would afford a noble esplanade in connection with the hall.

Almshouses.

The neighbourhood which we are now surveying was formerly distinguished by the number of almshouses within a moderate distance.

Liverpool is not distinguished, like Edinburgh, Warwick, Coventry, and some other towns, by munificent foundations for charitable purposes handed down from mediæval times. In this respect the borough is remarkably poor. Whether, on the whole, bequests for charitable purposes do a greater amount of good or harm has become in modern times a serious question for inquiry. In Liverpool, at least, the endowments have been too slender to perpetuate much mischief.

The earliest almshouses of which there is any record stood on the south side of Dale Street, near the Old Haymarket. They are shown on Chadwick's and Eyes's maps of 1725, and called the *Old* Almshouses, in contradistinction from the others I am about to mention. We have no record of any almshouses in existence before 1684, when twelve were erected by David Poole in Dale Street, doubtless the same as are shown on the maps. David Poole was one of the high bailiffs in 1685. In 1692 Dr. Sylvester Richmond gave £100 to erect almshouses on the south side of Shaw's Brow for poor sailors' widows, which was increased by a further sum of £50 by his widow, Mrs. Sarah Richmond, in 1706. In 1723 Mr. John Scarisbrick, mayor in that year, gave £70 towards completing them. These buildings are shown in the maps of 1765 and 1769, with pleasant gardens behind.

Dale Street.

Dr. Richmond.

In 1706 Mr. Richard Warbrick, who was bailiff in 1694, paid into the hands of the Corporation £150 for the erection and repair of almshouses. These were built on the site of the present Lyceum, at the bottom of Bold Street, and were removed in 1787. Mr. Warbrick also gave two houses in Castle Street, one in Moor Street, and one in Chapel Street, the yearly proceeds to be applied for the benefit of seamen's widows. This charity is still maintained, the property having largely increased in value. In 1724 an almshouse, consisting of six tenements, was built by James Scarisbrick for poor sailors' widows; locality not mentioned. In January 1727 Mrs. Ann Molyneux bequeathed £200 to the mayor and the rectors to be placed at interest on landed security for the benefit of poor debtors in the gaol of Liverpool, and £300 to be similarly secured for the benefit of old sailors and sailors' widows. This money the executors laid out in the purchase of five fields at the eastern extremity of the town, extending along Crown Street from Parliament Street to Myrtle Street, called, from the circumstances, the "Rector's Fields." This has proved a most profitable investment, the whole of the land being covered with buildings, on leases for ninety-nine years, at ground-rents amounting to about £1500 per annum. When the leases are out the income will amount to many thousands per annum.

Richard Warbrick.

Mrs. Molyneux.

About 1750 the Seamen's Hospital Almshouses were erected near the Old Infirmary, as already described.

It is recorded that in 1748 the old almshouses in Dale Street having become dilapidated, were removed, and a new

Removal of Almshouses.

CHAP. VIII.

range erected behind the Infirmary on what is now the open area of the Haymarket. Colonel Tatlock contributed to their erection, and left the interest of £100 towards keeping them in repair.

Removal of Almshouses.

In 1787, by arrangement with the various trustees, the almshouses in Shaw's Brow, Hanover Street, and the Haymarket were taken down, and a new range, concentrating the whole, was erected by the Corporation beyond the summit of Mount Pleasant, in the midst of a rural district. The steady, unremitting march of building has since overtaken and surrounded them, but they still remain, it is to be hoped fulfilling the original design of the founders.

Lime Street appears to have been first laid out as a road at the time of erecting the Old Infirmary, about 1745. It was at first called Limekiln Lane, from the kilns of Mr. William Harvey, which stood on part of the present railway station. These kilns were supposed to be injurious to the patients in the Infirmary suffering from pulmonary complaints, and in 1804 the owner was indicted by the Corporation. After a trial at the Assizes a verdict was given in favour of the plaintiffs, but with a strong recommendation that the defendant should be compensated for his loss by removal. The kilns were soon afterwards removed to the North Shore. The name was altered to Lime Street about 1790. I have already described in the last chapter the rope-walks which existed down to 1824 between Lime Street and Clayton Square. The east side of the street, extending up the hill, was also used in a similar way at an earlier period.

Limekilns.

Removal.

View in 1797.

In the Gregson drawings there is a view of the town looking west, which is lithographed by Herdman, taken from a point about the corner of Gloucester Street and White Mill Street, in 1797. The foreground is occupied with a rope-walk, with men at work after the old primitive fashion, beyond which are three windmills in the line of the present Hotham Street. The Infirmary and Lunatic Asylum stand isolated, all being clear open space to the back of the houses in Clayton Square, with thorn hedges dividing the fields. The spires of St. Thomas, St. George, St. Nicholas's the towers of St. Peter's and St. John's, and the dome of St. Paul's, form conspicuous objects in the middle distance, whilst beyond is seen the gleaming river, dotted with sails, backed by the Cheshire coast, with the Welsh mountains closing the landscape. In 1796 scarcely any buildings existed in Lime Street. In 1803 the west side, between Ranelagh and

Building.

Elliott Streets, was nearly closed in, and the extensive range of stables, which occupied the site of the Alexandra Theatre, had recently been built by Mr. Henry Webster. He was an innkeeper in Shaw's Brow. Nothing can indicate more clearly the enormous advance of travelling in the early part of the present century than the necessity for such extensive stabling on one of the leading roads. Within the following ten or twelve years the street was built up in its entire length. Twenty years after this it became necessary to apply to Parliament for powers to widen it. About 1839 and the following years the west side was set back in the whole range from Ranelagh Street to St. John's Lane. Shortly afterwards the projecting part on the east side, between Hanley and Skelborne Streets, was also taken down.

Improvements.

These improvements rendered requisite the removal of a Baptist chapel which stood at the corner of Lime Street and Elliott Street. It was a neat, plain brick edifice, erected in 1803, and taken down in 1844. During the whole period of its existence it was under the charge of one pastor, the Rev. James Lister. From Lime Street the congregation removed to Myrtle Street, corner of Hope Street, where they erected a commodious chapel, since well known under the ministry of the Rev. Hugh Stowell Brown.

Baptist Chapel.

The land on the east side of Lime Street was laid out in streets during the first quarter of the present century. The period being one of naval excitement, many of the streets were named after admirals—Nelson, Bridport, Duncan, St. Vincent, Sidney, Russell. The quarter in itself presented nothing worthy of remark. The slope on which it is built was dry and salubrious, but the crowding of courts and cottages did much to neutralise any advantage of situation in a sanitary point of view. A few of the prominent buildings may be briefly mentioned.

Admirals.

The Blind Asylum was in years gone by the great institution of the district. It had a frontage to London Road, and occupied the whole area between Pudsey and Hotham Streets as far back as Great Nelson Street. The idea of establishing a school for the blind in Liverpool was first started in the year 1790.[1] The merit of the suggestion belongs to Mr. Edward Rushton, the father of Mr. Edward Rushton, some time stipendiary magistrate in Liverpool, both of whom are elsewhere referred

Blind Asylum

Rushton.

[1] Troughton (*Hist. Liverpool*, p. 155) says, "the first hint respecting this benevolent institution was published in 1775," which he quotes, but gives no information by whom it was written or where it was published.

CHAP. VIII.

to in this work. Mr. Rushton sen. was afflicted with loss of sight, but was of a very active and benevolent disposition. He belonged to a small literary club which assembled weekly for discussion. A Marine Society had recently been established for the relief of shipwrecked sailors; and a small subscription having been got up in aid of the fund, it was stated by one of the members that small donations would be declined. It immediately occurred to Mr. Rushton that the current of benevolence thus generated, however small, might be turned to good account in aid of the poor blind. After conversation with his friends, he wrote two letters on the subject, which were shown about in manuscript. His plan was that a fund should be created by a weekly or monthly subscription from the blind themselves, aided from other sources, for the purpose of relief in sickness and old age. The letters were shown to the Rev. Henry Dannett,[1] who took a warm interest in the matter.

Christie.

The subject was also mentioned to Mr. John Christie, an eminent teacher of music, also blind, who suggested an enlargement of the plan—in his own words, "to afford a gratuitous instruction upon the harpsichord, violin, etc., to the indigent blind of both sexes in and about Liverpool, is, in a few words, the outline of my plan. Let a room be appropriated to this use in one of our public buildings; let a small subscription be obtained for the purpose of procuring a few necessary instruments, and the business in a great measure would be effected."

Dannett.

A short time afterwards Mr. Dannett invited the few who had interested themselves to dine with him. There were present besides the host, Mr. Lowe, Mr. Christie, and Mr. Rushton—all three blind; Rev. J. Smyth (incumbent of St. Anne's), Mr. Carson, and Mr. Roscoe, ever ready to lend his aid to any good work. At this meeting the plan was sketched out and a few rules and regulations drawn up, principally the work of Mr. Roscoe, which were revised and adopted at another meeting in the following week, and so the scheme was launched. The

School commenced.

school was commenced in 1701, when two houses in Commutation Row, then recently erected, were rented for the purpose. A few years afterwards land was purchased on the south side of London Road, and in 1800 a building was erected to the front.

[1] Incumbent of St. John's, brother of the Rev. Thomas Dannett, one of the rectors from 1783 to 1796. The latter was the father of Mrs. Boodle of Leasowe Castle, whose daughter married the Hon. Sir Edward Cust, Bart., K.C.B.

This gradually increased with the extending usefulness of the charity until it occupied the whole area. The front building was a neat design, in stone, forming a centre, with side-wings. Behind these were the various workshops and offices, surrounding an open central area. The musical services of the blind pupils proved so attractive, that it was determined to build a church, which, besides serving the purpose of the inmates, might prove beneficial to the funds of the institution. This was accordingly done on a piece of land near the Hospital, fronting Hotham Street, between Great Nelson and Sidney Streets. The first stone was laid with great ceremony on October 6, 1818, and the church was opened by the Bishop of Chester on the 6th of October following. This church illustrates a remarkable period in the progress of architecture in England. At the end of the last and beginning of the present century a great mania had sprung up for pure Greek architecture, excited by the publication of Messrs. Stuart and Revett's *Antiquities of Athens*, the volumes of the Dilettanti Society, and similar works. The public admiration being thus excited, the style speedily became all the rage. Shop-fronts, porticoes of dwelling-houses, banks, gin-palaces—everything was to be modelled from the Parthenon, the Erectheum, or the temple on the Ilyssus. The climax of this mania was attained in the expenditure of about £60,000 in the erection of the Church of St. Pancras, in the metropolis, into the composition of which the architect adapted copies of as many Greek temples as could by possibility be crowded together. Mr. John Foster, afterwards architect to the Corporation, had visited Greece in company with the late Professor Cockerell, R.A., and was naturally imbued with a love and admiration for the glorious remains of antiquity in that country. Hence it is not surprising, however strange it may appear to the present mediævalised generation, that in designing the Church for the Blind he should have adopted for the west portico an adaptation of the Temple of Jupiter Panhellenius, in the island of Ægina. In its original position this church was somewhat imposing. Surrounded by an ample open area, the columns placed upon the usual receding stylobate, its massive proportions developed themselves in all their boldness. The body of the church was a plain quadrangular structure, pierced with a single range of windows, having architraves and cornices. The design had one radical defect: the portico, not extending the entire width of the front, did not arise naturally out of the structure, but looked

Church.

Greek architecture.

CHAP. VIII.

like a separate design stuck on to the building, without any accordance or necessary connection. In 1850 the prodigious increase of the railway traffic necessitated an enlargement of the station, which could only be effected by the destruction of this church. A purchase was negotiated of the entire site of the institution, which was removed to Hardman Street. The new hospital was constructed by the late Mr. A. H. Holme on an entirely new plan, but the church was removed and re-erected stone by stone. It is undoubtedly the same building—with a difference. The narrow area of the new site would not allow of its full development. Cribbed, cabined, and confined, its receding stylobate cut off close to the columns, it presents rather a forlorn appearance, the mere shadow of a transient taste, which never took any permanent hold amongst us. At the east end of the church is a monument to the memory of Pudsey Dawson, Esq., who died in 1816 ; and a picture by Hilton of Christ restoring sight to the blind is over the altar. The old institution in London Road was taken down and shops erected on the site ; but the back portion, with the quadrangle, still remains, converted into omnibus stables and various other uses.

Blind Asylum removed.

Until within the last year or two passengers starting from the Lime Street station might have had their attention arrested by a church tower and spire rising from the edge of a sheer precipice far above their heads, like the far-famed temple of Tivoli on the brink of its roaring torrent. This was the church of St. Simon, the site of which has a brief but somewhat fluctuating history. In 1807 a community of the Scottish Presbyterian body, called the Burgher Synod (subsequently merged into the United Secession Church), erected a plain, substantial brick chapel in the then suburban district of Gloucester Street, corner of Silver Street, under the pastorate of the Rev. John Stewart, D.D., a man in his day and generation highly respected. After remaining here about twenty years, in 1827 the congregation removed to a larger edifice which they had erected in Mount Pleasant. They were succeeded in Gloucester Street by the Independents, who maintained possession until 1840, when the premises were sold to the Established Church, by whom a new church was built, from the designs of Messrs. Hay. The deep cuttings of the railway still continuing to extend, the church at length found itself standing on a rocky promontory almost isolated from the mainland behind. The further extension of the station in 1866 necessitated the removal

St. Simon's Church.

of the church, which was reconstructed on the same design at the upper end of Gloucester Street, corner of St. Vincent Street. On the line of Hotham Street, hard by, formerly stood four windmills. One of these, the site of which is absorbed by the railway, belonged to Joseph Hadwen, a member of the Society of Friends, who, somewhere about 1810, took down the mill and erected a charity school on the site. It is related that within the mill a grave was found sunk in the rock, containing a human skeleton, which, it was supposed, furnished the clue to a mysterious transaction many years previous, the memory of which had almost passed away. Another mill formerly existed higher up the hill, called the White Mill—from which White Mill Street took its name. The two millers had been connected in business, and it was believed had causes of difference. The Hotham Street man of flour was a violent, rough fellow; his rival a man of peaceable character. One day the latter left his home to go into the town, and was never heard of more. As he must almost of necessity have passed the lower mill, suspicion naturally fell upon its occupant; but nothing of an overt character ever transpired, and the transaction was remembered only in tradition. The skeleton furnished the key to unlock the secret.

Windmills.

Murder of Miller.

A little farther south, on the same side of Hotham Street, formerly stood the offices of the Corporation Water-works. The history of the supply of water to Liverpool possesses more interest than many a highly wrought tale of romance. The excitement attending it, the odd turns, "*péripéties*," as the French would call them, arising from time to time, the fierce party warfare engendered out of opposing views would almost furnish materials for an epic poem. The outline may be sketched as follows:

Water-works.

The original supply of water was not to be complained of either in quantity or quality. The town being seated on the new red sandstone, wells sunk to a moderate depth secured a plentiful supply for a time; and on the declivity east of the brook, springs gushed out here and there on the side of the hill. After a time the superficial supply was comparatively exhausted, and water became a valuable commodity. In the newspapers of the middle of the last century advertisements such as these are common: November 17, 1758. "At Edmund Parker's pump, on Shaw's Brow, may be had water at 9d. per butt, for watering shipping or sugar-houses; and is as soft for washing

Water supply.

CHAP. VIII.

Water supply.

or boiling pease, etc., as any in the town. Any merchant or captain of a ship, etc., sending to his house, next to Mr. Chaffer's china pothouse, may be served immediately by their humble servant, Edmund Parker."

Again, August 14, 1759. "To be sold, to the highest bidder, two dwelling houses at Bevington Bush, with a well of good water that will supply five or six carts, and a gin pump, etc."

Of the various springs which welled out from the out-crop of the new red sandstone, those at Bootle were the most noteworthy, furnishing sufficient water to turn a mill soon after issuing from the earth. To utilise this valuable gift of nature, in the year 1709, Sir Cleave Moore, the then representative of the Moore family, obtained an Act of Parliament, 8th Anne, ch. 25: "For enabling the Corporation to make a grant to Sir Cleave Moore to bring water into Liverpool from Bootle springs."

The Moore estates not long after this date having been disposed of to the Earl of Derby, the Act remained a dead letter for nearly a century. As appears by advertisements such as those quoted above, water gradually became exceedingly scarce and dear, being doled out by women who promenaded the town with watercarts at so much per bucket, or in the vernacular "heshin."

Water-works.

In 1720, the year of the South Sea Bubble, a scheme was brought out for supplying the town with water from the Mosslake. A company was formed with shares of £10 each. A reservoir[1] was formed near the site of the Gallows Mills in London Road, to which the water was conducted by an open goit. In 1742, during heavy rain, the reservoir burst and a rush of water down the brook carried all before it. The old almshouses at the end of Dale Street were flooded to the height of the gallery. At the bottom of Lord Street the water rose to the second floor of the houses. A very high tide happening at the same time, the water rose above the quays of the Old Dock.

In 1764 the Bootle project was revived, and some steps were taken to carry it out. In 1765 a jury was summoned at Everton coffee-house on behalf of Jno. Jordan, assignee of Sir Cleave Moore, Bart., to inquire what damages the several proprietors of land would suffer in consequence of the cut intended to be made between Bootle and Liverpool in order to bring the

[1] This reservoir is shown in Yates' and Perry's map, attached to Enfield's *History* (1772) in Eyes's map of 1785, and in Horwood's (1803).

water from Bootle springs to the town. The scheme met with considerable opposition. A document was published addressed "To the landowners and inhabitants of Liverpool" entitled "Reasons why Mr. Jordan should not be permitted to prosecute his scheme of bringing water from Bootle springs." Some of the reasons are very curious. It is alleged that "the present mode of supply is so very convenient, expeditious and reasonable (four pails full being sold for a penny) and so many poor families getting their bread by it, and there being one general town's well, to which many families resort, it is as cheap or cheaper than by the method Mr. Jordan proposes." Again "Really the water of Bootle springs is a poor thin water, very unfit for brewing or many other uses. An eminent brewer very emphatically styles it only half water; whereas the town's springs have been found upon a trial to be lighter than any of the springs at a distance."

The breaking up the streets is objected to; the lands used as brick grounds would be injured by the pipes passing through, reducing the value per acre from £500 to £50. The employment of many poor people with horses and carts would be interfered with. This opposition for a time was successful.

The Improvement Act of 1786 empowered the Corporation to supply the town with water from the local springs. No action, however, being taken, a company was formed and an Act obtained in 1799 to revive the Bootle plan. The Corporation now took the alarm, and immediately issued proposals for a scheme for supplying the town with water by a company in shares of £200 each. The stimulus being thus given, the whole of the shares were taken up within a few hours after the promulgation of the scheme. To this company the Corporation transferred all their rights and powers, stipulating for a share of the profits, which never accrued.

The two rival companies thus established went to work vigorously, sunk wells, erected pumping engines, and laid pipes along the streets. These pipes were first of wood—elm-trees bored up the centre—replaced many years afterwards by cast-iron. The Corporation Company took advantage of the natural springs oozing out from the hill side, and established pumping stations first in Hotham Street, and subsequently in Berry Street, afterwards extended to Toxteth Park or Harrington. The Bootle Company had their reservoir and mainhead in the Pump-fields, near Vauxhall Road. Great efforts were made by the

CHAP. VIII.

companies to keep pace with the increasing demands of the town, but all in vain. About 1845 the sanitary excitement in the public mind began to set in with great force. The supply of water formed an important element in this agitation. The quantity of water demanded for the public service rose from ten gallons per head per diem to twenty, and serious apprehensions began to be entertained that, like Mynheer Van Dunk, we should be gradually reduced

To a pint of the fluid daily.

Water Companies.

In 1846 the companies went to Parliament for an extension of their powers. It was felt by the Corporation and the town generally that now was the time to strike, and to make the supply of water a public concern. For this purpose, it was necessary, in opposing the companies in Parliament, to have a scheme to put forth as an alternative to that brought out by them. Three plans were brought forward. One propounded by Mr. Robert Rawlinson, proposed to bring water from Bala Lake; another brought forward by Mr. Thomas Hawkesley, provided gathering grounds in the district of Rivington; a third party were of opinion that the red sandstone at home, properly developed, would yield an ample return. This party were greatly strengthened in their views by the results of a deep well sunk in Green Lane, West Derby, by the Highway Board, for the supply of water for public purposes.

Water schemes.

Rivington scheme.

Dire was the contention and enormous the expense of the parliamentary contest. The Rivington scheme found favour with the Corporation, and was ultimately carried through Parliament, with a compensation clause for the purchase of the two companies' interests. Now came the tug of war. The companies' claims were settled by arbitration for the sum of £537,391 : 9 : 7.[1] The question then came, what was next to be done. The party which had carried the bill wished at once to proceed with the Rivington scheme. Another party, very large outside the council, were anxious that time should be given before proceeding, to test the local capabilities of supply. The Rivington party had the majority in the council, and pushed on the scheme vigorously. Advertisements were issued and

Litigation.

[1] Bootle Company £205,105 3 2
Liverpool and Harrington . . 332,286 6 5

£537,391 9 7

tenders obtained for the works. In the meantime the opponents were not idle. Committees were organised, public meetings held of the most exciting character, pamphlets issued, and the proceedings of the Town-council denounced in the most decided manner. The Liverpool *Mercury* newspaper had been a most uncompromising opponent of the Rivington scheme, and a thorn in the side of its promoters; but all at once, owing to some crisis in its business arrangements, the journal passed into different hands, and became "a preacher of the faith it had once laboured to destroy." This was a heavy blow and great discouragement to the Anti-Pikists; but they persevered with true British pluck, and in November 1850, succeeded in turning out a sufficient number of councillors of the opposite party to secure a majority. But alas! they were too late; the fortress was gained, but the magazine had been blown up. The very day before the election the contract for the construction of the main portion of the works had received the corporate seal. They did, however, what they could. They suspended the works, and engaged Mr. Robert Stephenson, C.E., to hold a court of inquiry, agreeing to be bound by his decision. The inquiry took place, and evidence of the most voluminous character was received. When Mr. Stephenson's report came out, it was found on the whole to recommend proceeding with the Rivington works. Whatever may be the merits of this scheme, and it has undoubtedly very great ones, it must be acknowledged that the deductions of Mr. Stephenson in reference to the home supply, and his reasonings generally on the question, have been singularly falsified by the results.

Mercury newspaper.

Municipal contests.

Inquiry.

The scheme was now allowed to be carried out in peace, and it has been found a great boon to the inhabitants. With subsequent additions and purchase of compensation waters the supply to the town, notwithstanding the great increase of population, has never failed in seasons of the greatest drought.

Result.

At the north end of Hotham Street, opposite the site of the Blind Asylum, stands the quondam Bethesda Chapel, erected in the year 1802, under the following circumstances. All Saints' Church, Grosvenor Street, to which I shall hereafter have occasion to refer, was erected in 1798, for the Rev. Robert Banister. Before very long, several prominent members of the congregation, conceiving they had grounds of complaint against the reverend gentleman, seceded from the church. For a short time they worshipped in a room in Shaw's Brow; and

Bethesda Chapel.

CHAP. VIII.

subsequently in a small chapel in Maguire Street, under the pastoral care of Mr. James Macpherson. By this congregation, the building now under review was erected and called by the name of Bethesda. Mr. Macpherson having withdrawn, the first pastor appointed was Mr. John Ralph, who continued until 1808, and was succeeded by the Rev. P. S. Charrier, a gentleman of French Huguenot extraction, greatly respected in his day. After his decease in 1826, the Rev. John Kelly was appointed to the charge. In 1835 the congregation erected the Crescent Chapel in Everton Brow, to which they removed, and disposed of Bethesda to the New Connection Methodists, who continued in possession until 1869, when the building was sold and converted into a dancing saloon.

Crescent.

Returning southward along Hotham Street, I wish to point out, if my reader is at all of an inquiring mind, the site of a building long passed away, but which in its time exercised a powerful influence in a particular class of literature. This was the Caxton Printing-Office, which stood on the east side of Bolton Street, lying between Hotham Street and Lime Street. The building was of considerable extent, six storeys in height. It was originally erected for a cotton-mill by Mr. Edward Pemberton about the year 1790, and so continued for some years. The premises extended from Hill Street to Bolton Street. In M'Creery's *History of Liverpool* (1794), there is a description of public baths connected with this factory. He says: "The building is divided into two departments; in one of them is the gentlemen's bath, which has a small dressing-room and fireplace common to all; contiguous to this room are four divisions, in each of which is a small bath lined with lead; these are called the private baths, and with difficulty will hold one person. These baths are ingeniously supplied with either hot or cold water in a few minutes by turning a cock, and emptied with equal facility. Adjoining is a large public cold bath, covered by a skylight, in form of a dome or cupola. On the ladies' side are also four private baths on the same principle as those already described; and a large public hot bath; there being no public cold bath for the ladies, unless they should be disposed to amuse themselves in that of the gentlemen."

Caxton printing-office.

Cotton mill.

Public baths.

The history of the Caxton Printing-Office is somewhat as follows: At the latter end of the eighteenth century, when the popular taste for literature began to manifest itself, *Chambers's Journals*, *Good Words*, *Sunday Magazines*, with all the others

Publishing in numbers.

constituting the formidable array of the popular periodical and serial literature of the present day, had not been called into existence. The demand was met, but in a somewhat different manner. Old-fashioned voluminous works were reprinted and split up into serial issues of "numbers" containing about a sheet each, in the distribution of which a whole army of travelling agents or "number men," as they were called, were employed, who scoured the country, visiting periodically the courts and alleys of the towns, and penetrating into the remotest recesses of the land. In this way Family Bibles, copies of the *Pilgrim's Progress*, *Baxter's Saints' Rest*, *The Whole Duty of Man*, with such mild and useful fiction as *Henry Earl of Moreland*, and *Robinson Crusoe*, found their way into many a cottage which would otherwise have been destitute of food for the mind. The issue of such works was not confined to the metropolis. Derby, Manchester, Liverpool, and other provincial towns formed centres from which the flying sheets radiated in all directions, and handsome fortunes were made by enterprising printers, for although the "numbers" were comparatively low in price taken singly, yet in the aggregate this mode of publication was most expensive. Amongst those who carried on this business in the provinces, one of the most persevering and far-seeing, was Mr. Jonah Nuttall, who commenced business in a very humble way as a printer in Denison Street, Liverpool, about 1798. About 1802 he removed to Wolstenholme Square, and in 1804 extended his establishment back to Duke Street. The business having by this time largely increased, he took in two partners, the firm being Nuttall, Fisher and Dixon. In 1812 the cotton-factory in Bolton Street having been discontinued, the building was purchased by the firm, and a very extensive publishing business carried on under the name of the "Caxton Press." About 1820, Mr. Nuttall retired, having purchased an estate near St. Helen's, called Nut grove. The business continued to be carried on by Mr. Henry Fisher. A little before this, the firm had retained the literary services of a rather remarkable man, Samuel Drew. Some particulars of his life will be found in Mr. Smiles's *Self-Help*. He was a native of St. Austell in Cornwall, the son of a day labourer, brought up as a shoemaker, and for some time worked at the trade. After a variety of adventures as "scapegrace, orchard-robber, shoemaker, cudgel-player, and smuggler," who only learned to read and write after he was grown to years of maturity, he

Publishing in numbers.

Jonah Nuttall.

Nuttall and Co.

Samuel Drew.

CHAP. VIII.

became a distinguished metaphysical writer, his *Essay on the Immateriality and Immortality of the Human Soul*, having gone through many editions and being still highly prized. He was brought to Liverpool to superintend the literary department of the Caxton Press, and edited the *Imperial Magazine*, which was brought out in 1821 by Messrs. Fisher and Co. The prosperous career of this concern, which had now grown to a gigantic size, was cut short by a fire on Jannary 31, 1821, which destroyed the entire building and its contents, of the value of £36,000. After this disastrous event, the business was removed to London, and the site was ultimately covered with houses and cottages, not a vestige remaining to tell of its old appropriation.

Fire.

Removal.

Turning now into Copperas Hill, and ascending a little distance, there existed a short narrow street called White Mill Street. This was the site of the mill the owner of which met with so tragical and mysterious a fate, as above described. The mill was blown down in 1794. Adjoining this stood the old copperas works, from which the Street takes its name. They belonged to a family named Hughes, and were carried on for many years, having been established before the middle of the eighteenth century. Mr. Richard Hughes was mayor in 1756. In 1781 he was still living in John Street. The works continue to be shown as existing in the map of 1796, but the name is not found in the Directory of that year. They were discontinued a little before this time. The name of the street was changed about the beginning of the present century to Elliott Hill, why or wherefore I do not know. The new appellation did not adhere, and Copperas Hill remains to remind us of an otherwise forgotten manufacture of the olden time.

White Mill Street.

Copperas works.

Richard Hughes.

The whole of the district from Gloucester Street to Copperas Hill southward, and from Lime Street to St. Vincent Street eastward, has been acquired by the London and North-Western Railway, under an Act obtained in 1873, and the greater part of the buildings demolished preparatory to the extension of Lime Street Station. At the time at which I write (1875) this portion of the "Great Heath" presents an approximation to its original condition. The Adelphi Hotel, at which we have now arrived, forms a convenient termination to the present chapter.

New Station.

NEWNES PUBL[illegible]Y,
PU[illegible]

CHAPTER IX.

THE DISTRICT OF MOUNT PLEASANT.

CHAP. IX.

Adelphi Hotel.

We closed the last chapter at the Adelphi Hotel, where in the days of its founder, James Radley, the wayfarer might feelingly have adopted Shenstone's stanza :

> Whoe'er has travelled life's dull round,
> Where'er his stages may have been,
> May sigh to think he still has found,
> His warmest welcome at an inn.

Locality.

Before condescending upon particulars, let us take a general survey of the declivity up which Ranelagh Street and Mount Pleasant form the main artery.

Moss Lake.

In ancient times, a road starting from the south side of the Pool continued along the line of Hanover Street, Ranelagh Street, and Mount Pleasant, until it reached the summit of the hill about the corner of Hope Street. Here its direct course was arrested by the Moss Lake or Turbary, an amphibious sort of district, water or marsh, according to the seasons, which extended from Brownlow Hill to Parliament Street. The road then made a diversion northwards, following the present line of the Workhouse Wall, round the shore of the lake, up Brownlow Hill, to the corner of Smithdown or Smetham Lane, when it turned again southwards along the eastern shore, and so on along its present course into the open country.

"Moore Rental."

Such was the state of things when Sir Edward Moore compiled his "Rent roll" (A.D. 1667). This Moss Lake was in his opinion a subject of vital importance to his estate. The matter stood thus. The district being sometimes land and sometimes water, had a divided duty to perform. In summer it formed a quarry for turf, which was a valuable fuel when wood and coal were dear. Moore says, "I dare assure you, you may sell fifty pounds' worth at least of turf to the town in a year; for of

CHAP. IX.

"Moore Rental."

my knowledge you have good black turf at least four yards deep; if so, it may be worth two hundred pounds an acre, and you have ten acres of it; in a word, you know not what it may be worth, lying so near a great town; and if you leave half-a-yard of the bottom ungotten, once in forty years it swells and grows again."

Moss Lake.

Now this Moss Lake lying on the table-land could send its surplus waters either north by the course of the Pool brook, or south by way of Toxteth Park, and a contest arose between Moore and the Molyneux family which way the watercourse should run. Says the Liverpool squire, "Within the memory of man the Lord Mullinex hath erected two water-mills in Toxteth Park, and raised dams for them within his said park, and hath laid the water over and upon the moss or turf room belonging to me . . . so that I could not get the said turf, by reason the Lord Mullinex caused his millers to lay their dams upon my moss to a great height," etc.

Hereupon arose disputes and threatening letters; but as the cavalier party to which the Molyneuxs belonged were in the ascendant, Moore thought it better to "sit down with this great wrong, and to be contented with less fires, till it shall please God to raise me a greater interest and him a weaker."

Writing in the latter part of the nineteenth century, with all the accomplished facts of a great commercial community about us, it is difficult to realise the modest, timid expectations of our predecessors two hundred years ago as to the future of Liverpool. Edward Moore was a keen sharp-witted man so far as the prospects of the locality, which were closely connected with his own interest, were concerned. He saw clearly that the tide of prosperity had set in which was to carry Liverpool forward; but the channel through which it was to flow presented itself to him as of very limited extent. It is curious to read his notions as to the harbour accommodation required. He says, speaking of this little stream running from the Moss Lake:

Watercourse.

"There is two great reasons wherefore the town ought to keep that watercourse the right and usual course, which if otherwise, it may prejudice the town very much: the first is, there is no watercourse convenient or about the town for skinners, dyers, or other such trades as this, which runs down the Gout to the Pool Bridge; the second reason is, if ever the pool be cut navigable, of necessity all such cuts, wherein ships are to ride, must either have a considerable fresh stream to run continually

through it, or else there must be dams of water to let out with floodgates when necessity requires for cleansing of the channel; and truly God and nature hath made all the places between the pool and the stone plate so convenient for raising excessive great dams, and then to supply these dams, so great a fresh from off the Moss Lake, that though my eyes may never see it, yet I am confident that God Almighty, which makes nothing in vain, hath ordained this to be the greatest good for this town." Truly this is an illustration of Water-course.

How the thoughts of men are widened with the process of the suns.

Moore's principle was quite correct, and does credit to his judgment. It is now in operation, not on the petty scale to which his view was limited, but in the noble river, the deep outflow of which is maintained by the same scouring process which he wished to apply to the pool, the harbour of the day.

After this general survey of the district in the seventeenth century, we will now return to Ranelagh Street. Building began to extend itself in this direction in the second quarter of last century, and in 1765 the street was nearly completed on both sides. The roperies along Deane and Great Charlotte Streets on the west side have been already mentioned. On the east side three rope-walks existed, extending from the back of the houses in Ranelagh Street to the south end of Renshaw Street. The centre one belonged to Mr. Charles Goore, mayor in 1767. It was afterwards carried on by Mr. Thomas Staniforth, mayor in 1797, who erected the mansion fronting Ranelagh Street, afterwards the Waterloo Hotel, taken down in 1873 and the site absorbed into the Central Railway Station. His son Samuel was mayor in 1812, and resided at the house in question.[1] This ropery was continued down to about 1836. It was carried under the street at Newington Bridge by an archway. Ranelagh Street. Roperies.

The property was afterwards converted into an arcade, intended to be a counterpart of the "*galeries*" of Paris. This was not found to be successful. Singular to say, all attempts to naturalise in this country covered passages for shops, which one would think were well adapted to our humid climate, have Arcade.

[1] Mr. Staniforth, whose aspect was somewhat forbidding, went by the sobriquet of "Sulky Sam." Some amusing anecdotes are told of him by the "Old Stager" in *Liverpool a Few Years Since*. His son Thomas inherited the property of Colonel Bolton, and resides at the mansion of Storrs Hall, Windermere.

CHAP. IX.

been uniformly failures. Probably the difficulty of preventing them becoming the resort of improper characters may have something to do with this unfortunate result. After a time the property was offered for sale, and passed into the hands of Messrs. Brassey, Peto, and Holme, the eminent contractors. It had become by this time the mart for second-hand furniture, which it continued to be to its demolition. Subsequently it was purchased by the Sheffield and other united Railway Companies, for the purposes of their station. Great alterations have been made in this quarter by the introduction of the railway. The entire character of the neighbourhood has been changed, and every trace of its original aspect has been swept away. In the trials which took place as to the value of property taken for this purpose, very large sums were awarded. Houses and land, which in 1766 were advertised to be let at £12 : 12s. per annum, brought in 1868 £40 per square yard. Ranelagh Street was for many years a quiet, dull suburb of moderate-sized houses. Even in 1825, the date of a view given by Herdman, a large proportion were still private houses, some of them little better than cottages. Business slowly developed itself, and gradually shops took the place of the private residences. One of the earliest shops was that of Mrs. Eleanor Cæsar, a fashionable milliner, about 1818, who had a son rejoicing in the classical name of Julius, but whose functions rather resembled those of the deposed tyrant of Syracuse than the dictator of Rome, he being an usher in a school.

Railway Station.

Valuations.

Shops.

Ranelagh House.

The name of the street was derived from a house of entertainment which occupied the site of the Adelphi Hotel. This was established about 1722. Originally it was called "The White House," which name it familiarly retained to the end of its career, being so called in Perry's map of 1769, but in imitation of the famous metropolitan tea-gardens, it assumed the name of Ranelagh House and Gardens. The situation was pleasant, and the grounds agreeably laid out, with a pavilion in the centre, under which music, vocal and instrumental, was performed, adjoining which was an ornamental fish-pond. From an original handbill in my own possession, which has been copied in Mr. Brooke's *History*, it appears that after the concerts fireworks were exhibited, much after the manner of Old Vauxhall. After remaining as a place of public resort for nearly seventy years, about 1790 it was demolished, and a terrace of goodly

mansions erected in its stead. The southern house of the row was long occupied by Dr. James Carson, an eminent member of the medical profession, who came into collision with his professional brethren on many occasions, more especially on the memorable trial of Charles Angus, to be mentioned hereafter. The situation of this terrace marked it as especially adapted for an hotel, and in 1826 the northern house was taken by Mr. James Radley and opened as the Adelphi Hotel. Mr. Radley was the model of a keeper of a hostelry. Polite and easy in his manners, gifted with a nice tact which enabled him to adapt himself to every situation, and endowed with a rare talent for organisation, he soon rendered his house the most popular hotel in Liverpool, and extended its fame far and wide. He gradually added house to house, until he had absorbed the entire site of the old Ranelagh House. After his decease the business was disposed of to a joint-stock company, who have made extensive alterations, and who, it is hoped, will not allow the ancient fame of the house to lose its lustre.

Dr. Carson.

Adelphi Hotel.

We will now ascend the slope of Mount Pleasant. The name indicates something rather different from what we now find it, and calls up visions of far stretching landscapes and umbrageous shades, of distant views

Mount Pleasant.

> Of crowded farms and lessening towers,
> That mingle with the bounding main.

nor would the idea be incorrect at the time the name was applied.

At the turn of the road on the summit a crooked lane veered southward following generally the line of Hope Street. At the corner of this road, there stood from time immemorial a quaint-looking gabled tavern with a bowling-green attached. Bowling was a very favourite recreation of our ancestors, and Liverpool possessed its fair share of accommodation for the purpose, but this is believed to have been the oldest. Cartwright, writing September 19, 1687, says : "I went with Sir Thomas Grosvenor, Mr. Massey, and my son to Liverpool, dined with my Lord Molineux at the Bowling Green." Sir Thomas Johnson, in the *Norris Correspondence*, also alludes to it. The house was called successively by the names of the landlords ; at one time "Richardson's," at another time "Martindale's," from whom the street for some time was called Martindale Hill. In 1753 the house was kept by William Roscoe, and in that year

Hope Street.

Bowling-greens.

Roscoe.

CHAP. IX. Roscoe.

there was born to him a son named after himself, who has done much to render the name illustrous. The incidents of Roscoe's life are well known. Born in a humble sphere, comparatively self-educated, with no advantages for culture, or patronage from those in high station, he distinguished himself as a scholar, especially versed in Italian literature. His *Lives of Lorenzo de Medici*, and *Leo X.*, have passed through many editions; and although it has come to be thought that the astute and unprincipled Italians have been tinted with rather too much of the "couleur de rose" by their biographer, yet every praise must be given to the extent of research displayed, and to the beauty of the style. As a writer on penal jurisprudence, Roscoe has always ranked high, propounding principles in advance of his age, which are now generally accepted. As a philanthropist, he was amongst the earliest to stand boldly forward and brave popular indignation, in the very seat of the iniquity, in the denunciation of the African slave-trade. As a poet, though he cannot be said to take rank with the highest, yet his poems possess purity of sentiment, delicacy of thought, and elegance of expression, with occasional outbursts of real poetic fire. The extent of his acquirements is manifested by his splendid work on the "Monandrian Plants," which is still held in the highest estimation. As a politician, he stands out as a moderate and rational reformer at a period of violent extremes, and only died a year too soon to see his own ideas embodied in the Reform Bill of 1832. When to this we add his activity in the every-day affairs of the society in which he moved, his aid in promoting by every means the departments of art, philosophy, education, and philanthropy; the foundation of the Botanic Gardens, the Athenæum, the Literary and Philosophical Society, the Royal Institution, the School of Art; enough has been said to show that Roscoe deserves a high place in the memorials of his native town. Commercially, his life was not a success; but the memory of wealth, merely as such, soon and deservedly perishes; whilst the good that men do is not always "interred with their bones." Amongst the natives of Liverpool, with one or two illustrious exceptions, none stand higher in the roll of fame than William Roscoe.

At the time of Roscoe's birth, his father was engaged in building another house and bowling-green lower down the hill on the opposite side. Here, in addition to his public-house, he cultivated a market garden of several acres, especially devoting

himself to the culture of early potatoes, which the future member for the borough was accustomed to carry to market in baskets on his head. Both of the houses and bowling-greens have long been numbered amongst the things of the past. About this time (1765) the beauty of the situation began to stimulate building, and on the south side of the road a number of noble mansions were erected with ample gardens and grounds behind. Somewhere between 1765 and 1769, the name of Mount Pleasant was adopted. In Eyes's Map of 1765 it is called Martindale's Hill, and in Perry's Map of 1769, the name Mount Pleasant appears. Martindale still occupied the old bowling-green house in 1779, for in that year the council renewed a lease to Mr. Joseph Brooks of two closes of land described as "adjoining to Martindale's Bowling-green." About 1773, young Roscoe wrote his poem on "Mount Pleasant," which was not published, however, until four years afterwards, when it met with considerable success. It is interesting to call up to the mind's eye, the features of the landscape as they presented themselves a hundred years ago to the admiring eyes of the youthful poet.

Building.

Name.

Roscoe's poem.

He looks on the town below—

> How numerous now her thronging buildings rise!
> What varied objects strike the wondering eyes!
> Where rise yon masts her crowded navies ride,
> And the broad rampire checks the beating tide;
> Along the beach her spacious streets extend,
> Her areas open, and her spires ascend.

Looking down upon the Infirmary, Seamen's Hospital, and Blue-Coat Hospital, he exclaims:

> Hence rose yon pile where sickness finds relief,
> Where lenient care allays the weight of grief.
> Yon spacious roof, where, hushed in calm repose,
> The drooping widow half forgets her woes:
> Yon calm retreat, where screened from every ill,
> The helpless orphan's throbbing heart lies still;
> And finds delighted, in the peaceful dome,
> A better parent, and a happier home.

The distant prospect is thus described:

> Far to the right, where Mersey duteous pours
> To the broad main his tributary stores;

CHAP. IX.

Roscoe's poem.

Tinged with the radiance of the golden beam,
Sparkle the quivering waves; and 'midst the gleam
In different hues, as sweeps the changeful ray,
Pacific fleets their guiltless pomp display;
Fair to the sight, they spread the floating sail,
Catch the light breeze and skim before the gale;
Till loosening gradual on the stretching view,
Obscure they mingle in the distant blue,
Where in soft tints the sky with ocean blends,
And on the weakened sight the long, long prospect ends.

One of the largest houses on the south side of Mount Pleasant was built in 1771 by Mr. Thomas Foxcroft, and afterwards occupied by Mr. James Dawson, surgeon. At the corner of Roscoe Street, lived Sir George Dunbar, Bart., mayor in 1796. George Dunbar was a native of Scotland, who settled in Liverpool and carried on an extensive business as a broker in Exchange Alley. Mr. William Ewart, also a native of Scotland, son of a Presbyterian minister, after being apprenticed in the house, succeeded to the business, which was subsequently renowned under the firm of Ewart and Rutson, and afterwards of Ewart, Myers, and Co. Mr. Ewart was the father of Messrs. William and Joseph Ewart, who successively represented Liverpool in Parliament.

Sir George Dunbar.

William Ewart.

In 1799 another Sir George Dunbar, fifth baronet of Mochrum, Major in the 14th Light Dragoons, committed suicide by shooting himself whilst quartered at Norwich. Mr. George Dunbar of Liverpool, who was his cousin, laid claim to the title as next in succession, and was admitted. The title still exists in Sir George's descendants, who have long ceased to have any connection with the town. In the same house resided Mr. John Stewart, long and intimately connected with the public affairs of the town. He filled the civic chair in 1855-6. He was a surveyor and valuer, and was for many years connected with the Foster Family as extensive contractors under the firm of Foster and Stewart. His knowledge of the various properties in the town and neighbourhood, with the history of the families who had possessed them, was marvellous, and it is matter for regret that he never could be induced to commit it to writing. Mr. Stewart died on April 9, 1871, in the eightieth year of his age.

John Stewart.

The adjoining house, from its erection about 1796, was for many years occupied by one family, the Mathers, one of the oldest families in this part of Lancashire.

Mather.

Mr. John Mather, at his decease, bequeathed to the town a valuable collection of miniatures and medals connected with the Bonaparte family, which is believed to be unique. The collection is deposited in the Free Public Museum.

Another house on the same side was occupied during the early years of this century by John Caspar Lavater, of the firm of Dixon, Werther and Lavater, a son of the great physiognomist of the same name, who was killed at Zürich by the French in 1799. Lavater.

A house in the same range was the domicile of the Rev. R. H. Roughsedge, one of the rectors, from 1796 to 1829. The simplicity of character of this mild unsophisticated divine is admirably hit off by the "Old Stager," Mr. Aspinall. On one occasion, when he had for his guest Bishop Blomfield, then diocesan of Chester, wishing to do honour to his distinguished visitor, he could think of no more suitable person to meet him at breakfast than—M. Alexandre, the French ventriloquist, who was then performing in Liverpool! Several of the stories thus related might have stood for Fielding's "Parson Adams"[1] Adjoining this lived Mr. John Bourne, mayor in 1812-13. Roughsedge.

A little above Rodney Street, formerly resided Mr. John Foster, architect to the Corporation, and builder of the Custom-house, Church for the Blind, etc. The same house was subsequently occupied by Sir Joshua Walmsley, Knight, mayor in 1839, and candidate for the representation of the borough in 1841. John Foster. Sir Joshua Walmsley.

The houses of which I have been speaking long enjoyed an exceptional advantage of ample grounds behind,—"back sides," as they were called in the Liverpool vernacular. About 1841 to 1844, the enterprising firm of Messrs. Samuel and James Holme, contractors, purchased the whole of the property fronting Mount Pleasant, between Benson and Roscoe Streets, and cut off these extensive "back sides" to form a large builder's yard and workshops. Above Rodney Street, the houses had still more extensive grounds, extending back to Maryland Street. Several of these have been laid together, and now form the site of a Catholic convent and church, with extensive auxiliary schools. S. and J. Holme.

[1] Major Edward Roughsedge, eldest son of the rector, distinguished himself in the service of the East India Co. He was a very accomplished and excellent officer. He was born on the 21st August 1774, and died at Soanpore on the 13th January 1822, of fever, whilst acting as political agent.

CHAP. IX.

North side.

The north side of Mount Pleasant was not built on until a much more recent period, and the houses erected are inferior to those opposite. The old bowling-green house disappeared about 1810. The Hibernian Schools in Pleasant Street are erected on part of the bowling-green.

Descending the hill on the north side, leaving for the present the Workhouse, to which we shall have to recur hereafter, the first building which meets our eye is the Scotch United Presbyterian Church, a large commodious building with stone front and returns, erected in 1827 from the designs of Mr. Samuel Rowland. The circumstances of its erection, and the removal of the congregation from Gloucester Street, have been told in Chapter VIII.

United Presbyterian Church.

Wellington Rooms.

At the opposite corner of Great Orford Street stand the Wellington Rooms, the "Almacks" of Liverpool. They were erected by subscriptions from the votaries of "Terpsichore the dance-loving," in Liverpool fashionable life, commenced in 1815, and opened in 1816. The architect was Edmund Aikin, son of Dr. Aikin, the well-known writer of *Evenings at Home*, and nephew of Mrs. Barbauld. He practised for a short time in Liverpool, and afterwards removed to London, where his career was cut short by death at an early age. He showed himself worthy of the talented family to which he belonged. Although Greek Architecture—then coming into vogue—was his forte, yet he possessed capacity and power in other styles. A range of Gothic shop fronts, some of the first put up in Bold Street, in the infancy of the Gothic revival, and long since demolished, exhibited great originality and picturesque effect. His *Essay on the Doric Order* with its illustrations, is still valued by the profession for its research and correctness.

Edmund Aikin.

Wellington Rooms.

The circular portico of the Wellington Rooms is an adaptation of the choragic monument of Lysicrates at Athens, with the details of the temple of Vesta at Tivoli. The general effect of the building is light and graceful, characteristic of its purpose and object, which is more that can be said of most buildings. The ball-room is a noble apartment, eighty feet by thirty-seven. At the time this building was erected it was still usual for the beaux and belles to be carried to balls and fêtes in Sedan chairs, and a porch on the west side was prepared for the purpose. Even so late as 1829, the "stranger in Liverpool," describing this building, alludes to the practice as still existing. It has now become as utterly obsolete as bagwigs and scarlet velvet coats.

Sedan chairs.

CHAP. IX.

The Wesleyan Chapel, at the bottom of the street, was built in 1790, previous to the decease of Mr. Wesley. It is a plain, unpretending brick building, having undergone little alteration since the time of its erection, except the addition of a portico in front. Wesleyan Chapel.

We are now at the point where several streets radiate, and will take the ascent of Brownlow Hill. This is a street of considerable antiquity, but of more recent date than Mount Pleasant. It would seem to have been cut to avoid the circuitous ascent of the latter road. The name has been supposed to originate from some person who had lands in the vicinity, but I cannot find any foundation for the statement. Neither in the old maps, nor in any other documents, does any evidence of the kind appear. In a lease granted by the Corporation in 1737, it is called the "Highway to Brownlow Hill." The earliest map in which it is shown is Eyes's of 1765, where it is called the "road to Warrington." In Eyes's smaller map of 1768 it is called Brownlow Hill Lane, which name it retains in the maps of 1785 and 1796. Brownlow Hill. Name.

In the original condition of the locality the ascent of Brownlow Hill terminated in a rocky knoll forming a conspicuous object overlooking the adjoining marsh of the Moss Lake. This was afterwards used as a stone-quarry, and the eminence cut down.[1] The site is now occupied by the Lunatic Asylum. Surface.

There is evidence to show that this eminence bore from time immemorial the name of the "Brown Low"—*Law* or *Low*, being the ancient Anglo-Saxon term for an eminence where a *barrow*, or sepulchral tumulus, has been thrown up. Thus we have "Low Hill," another eminence a little distance to the north-east. In the *Perambulatio de Foresta*, in the reign of Henry III., a document to which I shall have occasion hereafter to refer, one of the points marking the boundary of the forest of Toxteth is called the *Brownlowe*. Brown Low.

In process of time the word "Low" having become obsolete, it was supplemented by Hill. "Brownlow Hill Lane" is, therefore, the lane leading to the Brown Low. Down to the end of the last century it was simply a rural lane with some farm buildings and a windmill on the south side behind Roscoe's bowling-green, and a public-house, called the "Black Bull," on the north side, a little below Russell Street. In 1803 the

[1] In the Town Records, under date of 1718, orders were made respecting the quarry at Brownlow Hill.

CHAP. IX.

south side, as high as Clarence Street, was almost built up; and above Clarence Street the north side had a fringe of houses nearly as high as Brownlow Street. By the end of the first quarter of the century the street had become built on both sides, but the land behind took some years longer to fill up.

St. David's Church.

In ascending the hill the first object which attracts our notice is St. David's or the Welsh Church, on the north side. Notwithstanding the very large Welsh-speaking population of Liverpool, down to 1826 no episcopal place of worship had been provided for them. In that year the present edifice was erected on a part of the old Ranelagh Gardens, from the designs of Mr. John Foster. It is a simple parallelogram with three recessed arches in front, with nothing of an ecclesiastical character about it. So far as attracting the Cambrian inhabitants, it has not been a success. The Welsh instincts seem to be altogether in favour of the conventicle. The Welsh dissenters and Wesleyans in Liverpool are a numerous and powerful body; but the Church in question, in order to keep open its doors, has had to resort to English services. A little higher up the hill, between Hawke and Blake Streets, very near Copperas Hill, stands the Roman Catholic pro-cathedral of St. Nicholas. This was erected about the year 1810 from the designs of Mr. John Bird. It has not much about it resembling one's notion of a cathedral, but since the re-establishment of the Catholic hierarchy in England, and the foundation of the see of Liverpool, it has done duty as the seat of the bishop, and will do so until the projected grand building at St. Domingo is carried out. The building is of brick, with stone dressings. With a better knowledge of detail the elevation to Hawke Street might have been made far from contemptible.

St. Nicholas' Roman Catholic Church.

Retracing our steps and ascending a little higher, I wish to detain my unknown reader a short time opposite the end of Rupert Street. There is nothing in the building to look at of the slightest interest either externally or internally. Two or three dingy shops in front, with a labyrinth of mean sheds and workrooms behind, form about as unattractive a picture as the eye could dwell upon; yet these poor feeble remains were once irradiated with the light of genius, enterprise, and art. Let me in a few lines briefly trace their history.

At the beginning of the present century architecture and art in general in Liverpool were at the lowest point of degradation; yet there were a few symptoms of an aspiration after better things. About 1802, two brothers, Samuel and Thomas

Franceys, established themselves as builders and plasterers in Pleasant Street, behind Brownlow Hill, and erected premises on part of the old bowling-green land, afterwards extended to the front of Brownlow Hill. Having a taste for art, they entered into the manufacture of a sort of composition of oil stucco, then much in vogue for the ornamentation of chimney-pieces and ceilings. This led to the execution of works in marble. In 1805 they describe themselves as "builders, composition makers, marble and Italian chimney-piece repository." The nature of their business required artistical aid, and this again led to the execution of works of a higher class in tombs, monuments, and memorials, in which sculpture of as high an order as they could obtain was furnished. They thus found it to their interest to seek out and encourage young men of rising talent in the execution of their commissions. The most illustrious of these was John Gibson, R.A., whose genius has been recognised as belonging to the very first rank of British sculptors. Gibson was not a native of Liverpool, but was brought over at a very early age from the neighbourhood of Conway, where he was born. He was placed as apprentice to Mr. William Southell, a cabinet-maker, in Ranelagh Street. Here his dexterous use of the chisel in wood-carving soon attracted attention. He was brought under the notice of Mr. Roscoe and others, and found his way into the studio of Messrs. Franceys, where a very promising school of young artists was then rising up, to one or two of whom I will shortly allude. After remaining here four or five years in close intimacy with Mr. Roscoe, who was ever ready to aid his young friend with purse or pen, in 1815 he proceeded to Rome, where he remained until his decease, January 27, 1866, with occasional visits to England. His subsequent career is well known wherever art is valued or its history recorded. In the days of his renown he did not forget his early friends. In one letter he says: 'Whenever my imagination glides to Allerton[1] it is with a deep feeling of gratitude and respect, for it was there my inexperienced youth was led to the path of *simple art;* it was there it caught the flame of ambition; it was there the suggestion of Rome was given birth to," etc. In 1827 Gibson presented to the Liverpool Royal Institution a marble bust of Mr. Roscoe. In the letter accompanying it he says: "Permit me to offer to the Committee of the Royal Institution (as a grateful tribute to my first patrons—to those who enabled me

S. and T. Franceys.

John Gibson, R.A.

Roscoe.

[1] Mr. Roscoe's residence.

CHAP. IX.

John Gibson.

to study my profession where I could best learn it) the accompanying bust, in marble, of their illustrious and venerable president, Roscoe. To that gentleman I am indebted for what little merit I may possess as a sculptor. He first inspired me with ideas worthy of my profession, and kindled within me an ardent love of fame in the pursuit of it."

Gibson at Rome.

About two years before his decease I paid a visit to Mr. Gibson at Rome. He was a bachelor, and maintained his *ménage* on the most modest and frugal scale, occupying apartments up two pair of stairs in the Via Babuino. Though quiet and simple, his rooms were well and tastily furnished, with a good store of well-bound books and numerous art illustrations. His establishment consisted of an Italian man-servant and a housekeeper. His meals were usually taken at the Cafè Greco, round the corner, hard by. On inquiring for "Signor Giovanni," by which name he was usually known amongst his dependants, the reply was, "Il signor non sta bene; egli sta a letto."[1] I left my card and returned down the stairs. I had not gone many paces before the "domestico" overtook me with the message, "Se piace à vossignoria, il signor desidera vederla."[2] I found the artist in bed, fatigued, but not seriously indisposed, and had a most interesting conversation with him for about an hour and a half. Conversation, indeed, it could hardly be called, for Gibson was almost as great a monologuist as Coleridge. His talk was delightful, poured out from the full stores of a richly endowed imagination, and rendered racy by his slightly Welsh accent and occasional expressions, such as "Yes, sure," which he had brought from the principality. He talked about Greek art in all its phases, discoursed on tinted statues, on which he was enthusiastic; entered into reminiscences of old Liverpool friends, told anecdotes of the Queen and royal family, and of his intercourse with them, to which he was always proud to allude. It was an interview to be remembered and treasured up. I only saw him once subsequently for a short time, at his studio. He was a man of remarkably simple, one might almost say primitive, tastes and habits. In the Italian restaurants, which are not remarkable for nicety of cleanliness, it is common for the guests before partaking to run over the plate, knife, fork, and spoon with the napkin. It is related of Gibson that this habit had become so much a matter of instinct, that when

[1] Master is not well; he is in bed.

[2] If you please, sir, master wishes to see you.

dining with the Duke of Sutherland, he astonished the powdered flunkies by deliberately wiping the plate, knife, and fork before him.

John Gibson.

Having paid my homage to the memory of the "Jupiter Tonans," I will briefly refer to a few of the artistical *Dii minores* of the period.

Not long after Gibson's departure for Rome a young man named Robert Ward entered Messrs. Franceys's studio. He was the son of a worthy Liverpool burgess well known in his day, named Jonah Ward. The youth displayed considerable ability as a modeller and sculptor. I have in my possession a bas-relief of a sleeping Venus from his hand, which displays great capability. A bust executed by him of William Huskisson, M.P. for Liverpool, is well known from the number of casts which have been sold, but the artist is forgotten. His early death nipped in the bud the germs of promise which were rapidly developing.

Robert Ward.

Another name, contemporary with that of Gibson, ought never to be forgotton in any history of art in Liverpool—that of William Spence. Gibson and Spence worked in the same *atelier*, studied the same models, were animated by the same thirst for distinction, but how different have been their fates! The one, transported to the world-centre of art, encumbered by no domestic ties, devoting a long life to the practice of his profession in its highest forms, secured a distinguished place in the roll of fame; the other, early burthened with the cares of a large family, chained to the oar of daily drudgery by imperious necessity, had the wings of his imagination clipped, and his soaring genius confined like a Pegasus harnessed to a dray. When Gibson went to Rome, Spence remained at the studio in Brownlow Hill, designing and executing monuments, tombs, and chimney-pieces. About 1819 he was taken into partnership by one of his former employers. In 1830 he took the business on his own account, and so continued to the time of his decease, on the 6th July 1849, at the age of 52 years. For unflagging, untiring, patient industry and thorough devotion to his profession, there have been few men equal to him. Although necessarily absorbed in the mere manufacture of marble as a trade, he snatched every leisure moment he could steal for a loving devotion to art as such. For quickness in modelling and readiness in catching the expressive lines of a countenance he was surpassed by few, and many of his designs

William Spence.

CHAP. IX.

William Spence.

only sketched in outline exhibit great grace and beauty. Modest and gentle in his outward demeanour, he was in character and conduct one of the kindest and most unselfish beings it has ever been my lot to meet. He was never so happy as in his workshop, surrounded by his assistants, the sharp click of the chisel in his ears, the modelling tools in his hand, clad in a long grey duffel coat, his curling grey hair flowing over his shoulders. Here he would chat merrily with his friends, working assiduously all the time, his eye lighting up with pleasure as tidings came from time to time of his son's progress at Rome. Cheerfully submitting as he did to the adverse fates which had limited his own progress, he was resolved that his son Benjamin —who was as dear to him as his namesake to the patriarch of old—should lose no advantage it was in his power to bestow. After an excellent training at home he was sent to Rome, where his father's old friend, Gibson, received him with welcome and aid. He occupied a studio very near Gibson's, and very soon came into notice. His peculiar *forte* was the embodiment of gentle youthful grace. His Highland Mary, Innocence, with others of similar stamp, have acquired a high reputation. Before long he married a daughter of Mr. Gower, English Consul at Leghorn, and took up his abode on an upper floor of a palazzo in the open place opposite the fountain of Trevi, where it has been the lot of many English tourists besides myself to meet such votaries of art as Saulini, the great cameo engraver; the veteran artist Severn, the friend of Keats, now for a long period English Consul at Rome, and others of similar stamp. But alas! for all human prospects. Pulmonary disease, the fatal enemy of so many young aspirants to fame, slowly and insidiously undermined his constitution, and he sank into the grave with the apparent purpose of his life unfulfilled. He died October 28, 1866, a few months after his friend Gibson.

Benjamin Spence.

> So Lycidas is dead, dead ere his prime,
> Young Lycidas, and hath not left his peer.

Works.

The statue of Archdeacon Brooks in St. George's Hall is from his chisel, but it can hardly be considered a fair specimen of his talent, which lay more in the direction of youthful grace and elegance, than of senatorial or ecclesiastical dignity. Casts of some of his most admired works were presented by his widow to the town, and are now lodged in the public museum.

At the decease of the elder Spence the establishment in

Brownlow Hill was broken up, and the premises converted to other uses, and so concludes a little chapter in the history of art, which may not be without at least a local, if not a wider interest.

Russell and Clarence Streets.

Continuing our course up Brownlow Hill, we soon arrive at the corner of Russell and Clarence Streets, forming a portion of the long line of thoroughfare which extends from north to south under many different names. Clarence Street was laid out and built on between 1796 and 1803; Russell Street was about ten years later in its development.

Powder magazine.

On the north side of Brownlow Hill, on the site which Russell Street now occupies, formerly stood a building long occupied as the powder magazine. The date of its erection is fairly presumable from a lease granted by the Corporation in 1737 to Thomas Pearse, Samuel Underhill, and Robert Norman, in which it is described as a "powder house, or building and ground as sett out in the Close in lease to Alderman Gildart on the north side of the way to Brownlow Hill." In 1744, the site was enlarged and a new lease granted. Some time about 1765, the magazine was removed to Liscard on the Cheshire side of the Mersey. During the American revolutionary war, the old magazine was utilised as a place of confinement for prisoners of war. It is shown in the map of 1785, but eleven years later it had disappeared on the lines being laid out for Russell Street. This street was originally laid out rather ambitiously with an open square opposite the end of Warren Street, which was never carried out. The gardens in front of the houses between Trafalgar and Bronte Streets were intended to have formed part of the square.

Russell Street.

There is nothing of very special interest in the general aspect of Russell Street. The line of which it forms a part has been for some time gradually developing into a business thoroughfare, and has obtained an additional stimulus from St. Anne's Church being removed and the line carried northward to Scotland Road.

Welsh charity.

The founders of the Welsh Charity, established in 1804, erected a large school at the corner of Bronte Street, which has been carried on with considerable success, and there is a small place of worship on the east side which has a story of its own to tell.

Chapel.

I have already related in Chapter IX. the history of Bethesda Chapel, Hotham Street. Mr. John Ralph, the first pastor of this congregation, resigned his charge in 1808, and his friends

CHAP. IX.

and adherents erected for him the building in Russell Street, which was called Salem Chapel. In 1811 he retired and removed to Wigan. Soon after this time it was altered and re-opened as a quasi-Episcopalian Church, styled "St. Clement's," by the Rev. Thomas Pearson, who had previously occupied a small chapel in Cockspur Street (referred to in Chapter III.) with considerable popularity. It does not appear to have been consecrated or even licensed, nor is there any evidence that Mr. Pearson had taken orders in the Church of England. He remained until 1816, when he removed to Preston. Soon after Mr. Pearson's retirement, a personage arrived in the town described on his visiting cards as the "Rev. Thomas Stretton, A.M." with the benevolent intention of gratifying the church-going public with a superior style of sacred service. He entered into a contract for the purchase of "St. Clement's," and decorated it with much elegance, inserting a fine painted window. He also purchased an organ, lined the pews with cloth and built out new vestries. When all was completed the church was re-opened with considerable pomp. Choral antiphonal service was performed by choristers in full costume—at that time quite a new thing in this part of the country—vergers in purple gowns and white wands ushered visitors into the pews. The imposing demeanour of the reverend gentleman had brought tradesmen in crowds to solicit his orders and patronage, and he distributed his favours with an impartial hand. The church was crowded, and all went merry as a marriage-bell. I am not aware that any cloud of suspicion ever darkened the sunshine of the sphere in which he moved. Aladdin's lamp scarcely procured for its fortunate possessor a more brilliant *entourage* in a shorter space of time. But alas! and alack a day! One fine morning, it was found that the "Rev. Thomas Stretton, A.M." and his household, had vanished without leaving a trace behind. The bubble had burst, and nothing was left but a *caput mortuum* of debt and disgrace. It was rumoured that the *dénouement* had been hastened by an accidental rencontre in the street with a lady who knew the antecedents of the reverend gentleman. However this may have been, the delusion could not much longer have been maintained. When the catastrophe became known, dismay filled the hearts of the too confiding victims, the tradesmen who had supplied all this luxury, and there was a general scramble to get back, *ri et armis*, such of the articles as were still to be found. For many years St.

Reverend Thomas Stretton.

St. Clement's.

Collapse.

Clement's, and the Rev. Mr. Stretton, were a very sore subject to joke upon in some of the victimised circles. The *soidisant* parson was discovered to have been a hairdresser or a dancing-master—perhaps both—in the Isle of Man. The man must have been possessed of considerable ability and tact to have passed himself off in his parasitical garb with such success.

The chapel, after being unoccupied for some time was taken by a Mr. Crookenden, who had been assistant to the Rev. R. Banister at "All Saints." He died in 1820. It then passed through the hands of several sects, Lady Huntingdon's Connection, the Independents, and Baptists. In 1832 another farce almost equal to that of the Rev. Thomas Stretton took place in this building. The Rev. George Montgomery West, of whom I shall have to speak hereafter, an American bishop, according to his own statement, of the "Primitive Episcopal Church," held here a grand consecration service, when the church was consecrated and a candidate admitted to deacon's and priest's orders. The newspaper paragraph records that during the service, "the audience were deeply affected, even to tears." This bubble like the other soon burst, not perhaps so dramatically, but quite as discreditably. The chapel after being occupied by a body of Scotch Dissenters, passed into the hands of the Swedenborgians or New Jerusalem Church, who retained it until 1857, when having removed to a new church in Bedford Street, Russell Street Chapel was purchased by the Methodist Free Church, who still retain possession.

Crookenden.

G. M. West.

Changes.

Returning to Brownlow Hill, we continue the ascent. The streets above Clarence Street up to the workhouse; Pleasant Street, Pomona Street, Great Orford Street, etc., were formed and built on between 1810 and 1830. The only public buildings within this range are two places of worship in Pleasant Street; one on the north side, erected in 1839 by the Wesleyan Association, afterwards the Methodist Free Church. In 1852, the chapel was sold to the Established Church and consecrated under the title of St. Columba's. The other building is on the south side of the street, erected in 1837 by what may be called a very particular class of the Baptist denomination, of which the celebrated William Huntingdon, S.S., as he styled himself, and the late William Gadsby of Manchester, may be taken as the types. The venerable James Lister, after his retirement from Myrtle Street Chapel, officiated here for a short time. After several changes of tenants, the building was finally purchased

Brownlow Hill.

Pleasant Street.

Chapels.

CHAP. IX.

in 1850 by the congregation of St. Philip's Church and converted into schools.

Ropery.

On the north side of Brownlow Hill, a little above Trowbridge Street, formerly existed an extensive ropery belonging to Messrs. George Duncan and Co., extending from Brownlow Hill to Copperas Hill. About 1834 this was discontinued; Bronte Street was cut across the middle of the long range, and the property was purchased by the Abattoir Company, who erected slaughter-houses on the site. The question of the provision for killing and dressing meat has been productive of much litigation and expense in Liverpool. Previous to 1832, slaughter-houses were permitted anywhere, and were generally located in the lowest and most crowded parts of the town, more especially in Cable Street, Atherton Street, Harrington Street, and the neighbourhood. This had become such a crying nuisance, that, at the date above mentioned, the Corporation agreed with Mr. John Etches to erect a range of abattoirs at the back of the Adelphi Hotel, between Copperas Hill and Brownlow Hill, and to secure to him on lease a certain specified rental. Mr. Radley of the Adelphi and his friends took the alarm, public opinion was called forth in decided opposition to the scheme, which was abandoned, Mr. Etches' lease, however, having been previously secured; and encouragement was given to a joint-stock company of butchers for the purchase of Messrs. Duncan's ropery and the erection of slaughter-houses. In the course of years, when the sanitary agitation had impressed the public mind, notwithstanding all the restrictions and regulations made and provided, the existence of slaughter-houses in the town at all was held to be detrimental to health, and a bill was introduced into Parliament in 1867 to enable the Corporation to erect abattoirs on land in West Derby near the Prescot Road, and to discontinue those in town. This was strenuously opposed by the west Derby local authorities on the ground of health, and by the butchers and cattle trade on the score of convenience. After a hard and expensive contest, the bill passed the Commons. Before its introduction into the Lords, a proposition was made and accepted to neutralise the opposition of the butchers by the payment of £500. The money was paid unconditionally in anticipation that all was perfectly serene and propitious, but after all, the bill was thrown out, and the abattoirs remain as before. Perhaps a better illustration could not be afforded of the folly of paying for the skin before the animal is secured.

Abattoirs.

Bill.

A little higher up the hill we arrive at Gill Street. The land hereabouts remained open ground to a period comparatively recent. About 1840-42, a great outcry was raised as to the want of a market for the eastern district of the town, and affecting pictures were drawn of the deprivation of the housekeepers in the locality of the necessaries of life owing to their distance from the central mart. Yielding to this impulse, the council, in 1842, erected a commodious covered market in Gill Street, which was opened September 23, 1843, when Islington Market was closed. Much capital was expended by private individuals in the erection of shops and public-houses as necessary concomitants, and great expectations were formed as to the coming prosperity. All, however, ended in delusion and disappointment. Neither sellers nor buyers could be attracted to the new establishment, and after a lingering existence of nearly twenty years it was finally closed in 1862, and the building leased to the agents of Messrs. Bass and Co. the Burton ale brewers.

Gill Street.

Market.

Ascending still further eastward, we come to Brownlow Street, situated nearly on what I conceive to have been the original Brown Low, or Brownlow Hill. Very early in the present century, a number of suburban houses in the midst of pleasant gardens were erected in this street. A house and garden on the west side, at the corner of Dansie Street, was in 1803 the residence of Dr. Samuel Solomon, and the adjoining street was called "Solomon's Place." Dr. Solomon was for many years one of the institutions of Liverpool. Long before Holloway's Pills were heard of, or Morrison had established his "British College of Health," Solomon's "Balm of Gilead" had penetrated to the utmost bounds of the habitable globe. The Doctor was a gentleman of the Hebrew nation, who commenced his medical career in a very modest way in Marybone, Tithebarn Street, some time before 1796. The precise period when the Balm of Gilead first diffused its soothing influences over the ills of humanity, I cannot accurately determine, but by the end of the century it had become very popular. From Marybone Dr. Solomon removed to Brownlow Street about 1800. In 1804, wealth and reputation increasing, he built himself a noble mansion at Kensington, and called it "Gilead House," where he resided until his decease. Gilead House, or Dr. Solomon's, as it was familiarly called, was for many years the first house in approaching Liverpool from the eastward, and attracted great attention from the beauty of the grounds, and the trim style in

Brown Low.

Dr. Solomon.

CHAP. IX.

Dr. Solomon.

which they were kept. The Doctor died about 1819, and was interred in a mausoleum he had erected for himself on an estate belonging to him in Garston. Many years after his decease the estate was sold by his representatives, his remains removed to one of the cemeteries, and the mausoleum pulled down. Well might the philosopher of Norwich say, "all was vanity, feeding the wind and folly. The Egyptian mummies, which time hath spared, avarice now consumeth. Mummy is become merchandise, Mizraim cures wounds, and Pharaoh is sold for balsams."

Royal Infirmary.

We are now opposite the façade of the Royal Infirmary, a structure of considerable pretence with its recessed octostyle Ionic portico. This building was erected in 1822-24 from the designs of Mr. John Foster, at a cost of £27,800, exclusive of land. The classical Greek here reigns in all its dry severity. Every feature is hard and stiff, if not forbidding. The epithet which would in the smallest compass express its general effect is the word "squareness." Everything, from the square attic windows to the square plinths of the columns, is rectangular. The building, from its magnitude and isolation, is imposing; but although the terms "grand," "magnificent," and "splendid," have been lavishly applied to it in guide-book descriptions, there are few persons who in comparing this costly building with its plain and unpretending predecessor, would not award the palm for picturesque effect to the latter.

At the opening of this building in September 1824 there was present an aged lady (Mrs. Linaker) who remembered the erection of the old Infirmary in Shaw's Brow nearly eighty years before, she being then seventeen years old. A ball being given at the Town-hall on the 27th September, Mrs. Linaker was brought from her house in Oldhall Street, where she was born and had dwelt all her life—nearly a century. She walked up the grand staircase without assistance.

Nurses' Institution.

Behind the Infirmary a Nurses' Training Institution was erected a few years ago, at the sole expense of Mr. Wm. Rathbone, M.P. for the borough. In Ashton Street stands the Lock Hospital; and on a large space of ground fronting Brownlow Hill stands the Lunatic Asylum, erected in 1829. The site was for many years a large quarry of red sandstone on the very summit of the hill. The Asylum is a plain stone building surrounded by high walls.

Workhouse.

We have now arrived opposite the Workhouse, which of all our public buildings is the largest and most populous. Its

general aspect is anything but repulsive. Built in the Elizabethan or Jacobean style of architecture, in brick and white stone, with a multiplicity of windows, it has rather a cheerful and pleasant outlook. In extent it is said to be the largest in England, having contained at occasional times not fewer than 4000 inmates. In Chapter VII. I have related the early history of the Liverpool poor down to the removal of the workhouse from Hanover Street in 1771. The new building for the reception of the poor was placed a long way outside the town. It consisted of buildings surrounding a quadrangle, the front portion four storeys high with projecting wings, having a pediment and clock in the centre. In the middle of the roof arose a turret surmounted by a cupola. The external appearance of the building, red brick and white stone, with a wide lawn and shrubbery in front, was somewhat imposing. At a subsequent date a battery of cannon was ranged in front, which contributed its share of noise and vociferation on festive occasions. In 1776 a building was erected contiguous to the Workhouse for a house of correction. It had no connection at that time with the parish, but at a subsequent period (1811) the prisoners were transferred to the borough gaol in Great Howard Street, and the building was taken by the parish and appropriated to pauper lunatics. In December 1803 a letter was published in the *Gentleman's Magazine*, written by Mr. James Nield, containing remarks on the prisons in Liverpool, from which it appears that the ducking-stool, that ancient implement of torture, was still in use, applied to *women* on their first admission. The discipline of the pump (whatever that may mean) in the men's court was still continued though not inflicted weekly. In 1806 a House of Recovery, or Fever Hospital, was erected on the east side of the Workhouse, entirely isolated from all other buildings.

Workhouse.

Ducking-stool.

Thus matters continued down to the year 1846, additional accommodation having been provided from time to time, as circumstances required, by accretions to the old buildings. At length the task of reconstruction became imperatively necessary, and during the following ten or twelve years the old buildings were gradually demolished, and the new arrangement carried out as it now exists. The parish offices were also removed from Fenwick Street, near the Exchange, so that the whole of the parish business became concentrated on one area, with the exception of the industrial schools at Kirkdale, which contain about 2000 children.

Rebuilding.

CHAP. IX.

Moss Lake.

We are now on the verge of the old "Moss Lake," containing about 280 acres of what was once a swampy lake, afterwards a rural agricultural district, and now, for the most part, the best built and most aristocratic quarter of the town.

In the 3d Edward II. (1309) Thomas, Earl of Lancaster, granted by deed to "the Burgesses of our town of Lyverpoole," six large acres of moss land to the east of the town.

An entry in the Inquisitio post mortem of the property of Henry, Earl of Lancaster (1348), states that "the bailiffs answer for 1d. of rent from the burgesses of the town of Lyverpoll for twelve acres of turbary on the moss, in exchange for a piece of ground enclosed within the Park by charter of Thomas, the late earl."

The Mosslake fields subsequently were common pasture, and an officer called the Moss Reeve was annually appointed to superintend them. Down to the commencement of the present century there was not a single house erected on any part of "Mosslake Fields," as they were then called. Soon after that time a plan was prepared for laying out the portion between Brownlow Hill and Crabtree Lane (now Falkner Street). As the freehold of the whole was vested in the Corporation, it was possible to construct the streets with something of regularity and order, which in other parts of the town are sadly wanting.

Squares.

Abercromby Square was the central point of the scheme. The older squares of the town, Pownall, Clayton, Williamson Squares, were simple open paved areas. Here the leading feature of the Metropolitan Squares, a central enclosed garden, was first carried out. In the first quarter of the century a number of goodly mansions were erected; and at the date of 1835, Bedford Street, Chatham Street, Grove Street, Oxford Street, were lined with a fair sprinkling of respectable houses.

Falkner Square.

The district between Crabtree Lane (Falkner Street) and Parliament Street was of later development. In 1835 the streets were laid out, and Falkner Square planted, but scarcely any buildings erected. From that time until the present, gradually, almost imperceptibly, by slow and sure steps, house has been added to house, and street to street, until scarcely a vacancy remains.

Of course, in a region so recently peopled there can be nothing of interest derived from antiquity. Everything is comparatively raw and fresh. There is none of that "distance" which "lends enchantment to the view." There is much, how-

ever, illustrative and suggestive of the times, manners, and habits of the period. Let us take a general survey, and pick up what we can. The aspect of the district, on the whole, is that of comfort and respectability. In Bedford Street and Grove Street the houses are recessed back from the road, with green areas in front, and with more variety and picturesqueness of outline than is usual in rows of street houses. In many of the earlier erections stucco fronts were the order of the day; but of late, brick with stone dressings has been more affected.

General Survey.

The earliest structure in Mosslake Fields was the old Botanic Garden, which occupied the triangular space between Myrtle Street, Olive Street, and Melville Place, the entrance lodges and gates occupying the site of the Deaf and Dumb Institution, fronting Oxford Street. The enclosed area was about five acres. The establishment of the Botanic Garden was the work of Mr. Roscoe, in conjunction with his friends Dr. Bostock and Dr. Rutter. Mr. Roscoe prepared the prospectus in the year 1800, and when the gardens were opened in 1802 he delivered the opening address. It is worthy of remark, in surveying the history of Liverpool, at the latter end of the last century and the commencement of the present, how often we come across the name of Roscoe in connection with the establishment of many of the most useful institutions of the town. The Athenæum, the Botanic Garden, the Royal Institution, the Literary and Philosophical Society, the Academy of Art, were all either established by him or received his warm support. Earnestness and force of character are wonderful powers when combined with the requisite knowledge and acquirements.

Old Botanic Garden.

The museum of dried plants collected by Dr. Forster, of Halle, purchased by Mr. Roscoe for his own private collection, was presented by him to the new institution.

The Botanic Garden remained in the same locality for thirty-four years, until it became completely surrounded with buildings. It was in its day a very pleasant resort; and in summer evenings, when a band was engaged to play, it was a centre for the assembly of the upper-crust of Liverpool society, none but proprietors and their friends being admissible. During the administration of the first curator, Mr. Shepherd, it acquired a high scientific reputation. In 1836 it was dismantled and removed to a larger piece of land in Edge Lane. The inherent vice of exclusiveness which had clung to it from the first, became at length so discordant from the spirit of the age, that

Removal.

CHAP. IX.

the struggle could no longer be maintained, and about 1841 the gardens were transferred to the Corporation, who undertook their maintenance for the benefit of the public at large. When the original garden was broken up, in 1836, the land was taken by the Corporation. The hay-market in Lime Street being about to be discontinued, it was determined to establish two hay-markets, one at the north end, and the other on a portion of the site of the old Botanic Garden. This was carried out in March 1841. The experiment soon proved an utter failure, from ignorance of one of the first principles of political economy. The proportion between demand and supply being the regulator of price, it is impossible to keep up two independent markets for the same produce in the same locality.[1] The northern market gained the predominance, the eastern one became utterly deserted, and in process of time was converted into building land. The Orphan Asylum stands upon part of the old Botanic Garden. The educational foundations of Liverpool are exceedingly circumscribed. We have no Charter House, Christ's Hospital, etc., as in the metropolis; nor Heriot's, Watson's, Donaldson's, or Merchant Maiden's Hospitals, as in Edinburgh. Ours are on a humbler scale. The Blue Coat Hospital will ever be identified with the name of Bryan Blundell, and the Orphan Asylum will perpetuate to future ages the remembrance of Mrs. Aikin and of Mr. Harmood Banner.

Hay-market.

Orphan Asylum.

Female Orphan Asylum.

The Female Orphan Asylum was the first established. It was commenced in 1840, in a house in Upper Stanhope Street. In 1843, the number of children being then forty, it was determined to erect a new building, forming one of the wings of the present asylum. The first stone was laid on May 17, by Mr. Robertson Gladstone, mayor. On November 2, in the same year, it was opened by the Bishop of Chester. This portion of the institution having been completed mainly by the efforts and contributions of a lady, Mrs. James Aikin, the boys' portion was undertaken by Mr. Harmood Banner, a gentleman whose name was in his day familiar as a household word. This forms the west wing of the building. The foundation was laid by Mr. Thomas Littledale, mayor, on October 5, 1852. Not content with materially aiding the construction of the hospital, Mr. Banner undertook at his own cost the erection of the Church

[1] This remark of course does not apply to retail markets, which are the mere channels for distribution of the goods already regulated by the price in the wholesale market.

of the Holy Innocents, which forms the centre of the block. The foundation of this was laid on the same day by the Bishop of Chester. It was consecrated on March 13, 1854, the boys' school being opened at the same time. Since that period an infant school has been added to the group, thus completing the establishment as one of the most perfect and efficient of its kind in the kingdom. Mr. John Cunningham was the architect of the whole of the buildings. They are faced with red stone, in a simple unpretending style, very suitable for their purpose, in which pretence and ornament would have been utterly out of character.

Institutions.

It is pleasant to see that in laying out the site of the old "Mosslake," and substituting dreary lines of hard street in exchange for the gentle face of nature, the claims of humanity have not been forgotten, and that schools, churches, hospitals, and charities extend their genial influence *pari passu* with the growth of the huge city, bearing testimony to the truth that

> Man is dear to man; the poorest poor
> Longs for some moments in a dreary life,
> When he may be himself the dealer out
> Of some small blessings; from this simple cause,
> That we have all of us a human heart.

Deaf and Dumb Asylum.

The site of the lodge and entrance of the old Botanic Garden is occupied by a neat, modest-looking building, containing the Asylum for Deaf and Dumb Children. This institution was established in 1825. The present building was commenced in October 1839, and opened in October 1840.

Wesleyan Chapel.

A little to the west of the Orphan Asylum stands the Wesleyan Trinity Chapel, in Grove Street, erected in 1860. The progress of architecture in the present age is in no respect more remarkable than in the wonderful improvement in the style of Nonconformist churches and chapels. The dull barn-like conventicles of the olden time have become to a great extent superseded by handsome ecclesiastical edifices, for the most part in stone and in the Pointed style, whilst internally, painted windows and even polychromatic decoration are indulged in to an astonishing extent. It has been discovered that ugliness has no necessary connection with godliness; that beauty of form and colour are not unfitting types of moral perfection; and that harmony of proportion is more in keeping with the works of the Great Creator than discordant eccentricity. The church or chapel we

CHAP. IX.

are contemplating carries out these views. It is a large, commodious building, of white stone, in the Pointed style, with considerable elegance of design, which is not wanting in sculptural decoration. The arrangements are very complete, with schools, vestries, and other accessories.

Welsh Chapel.

The Welsh Calvinistic Methodists, or Welsh Presbyterians, as they have lately called themselves, erected in 1861 a large and convenient chapel on the east side of Chatham Street.

St. Catharine's.

St. Catharine's Church, on the east side of Abercromby Square, was almost the last of the classical Greek churches erected in Liverpool. It was designed by Mr. John Foster, and consecrated in 1831. The principle of the design—the *motif*, as a French artist would designate it—is good, being a cella, nearly square, with a dome in the centre, and advanced portico in front. The working out of the design, however, has been anything but successful. The dome is low and insignificant, the interior is dark, and the general effect far from happy.

William Earle.

Close to this church, at a noble mansion, corner of Oxford Street and Abercromby Square, long lived William Earle, a gentleman in his day much conversant with the town's affairs, and greatly renowned for his caustic wit and powers of bitter repartee. The Earles are one of the oldest existing Liverpool families. John Earle was bailiff in 1705, mayor in 1709. He kept an ironmonger's shop in Castle Street, and ventured occasionally into foreign commerce, more especially the rising African and West Indian trade. By these means he realised a large fortune. When the Moore estates were brought into the market, about that time, he was a considerable purchaser. He was related nearer or more remotely to the Stanley family. Ralph Earle was mayor in 1769. In 1788, two years before his decease, he took the name of Willis, on succeeding to the property of the Willis's of Halsnead. Thomas Earle filled the chair in 1787. Willis Earle took the Liberal side at a time when party spirit ran very high. In 1791 disputes arose as to the mode of electing the Common Council, the freemen claiming the right in opposition to the self-election by the council. Willis Earle was elected by the freemen in common hall assembled, but the Council rejected him, and he never secured his seat. William Earle sen., when the Volunteers were raised in 1803, filled the post of Lieutenant-Colonel of the Liverpool Fusiliers. William Earle jun., the subject of our present sketch, was elected on the Common Council in 1817. He was an ardent Liberal,

and one of the earliest members of the reformed council under the Municipal Act. He filled the office of mayor 1836-7. He continued for many years a member of the council, where he took a prominent part in all leading subjects. The Rivington Pike Water scheme found in him one of its staunchest advocates, which for a time rendered him very unpopular; but the amusement his biting sarcasm furnished to the public soon restored him to his wonted place. It would, perhaps, be degrading to call him the Thersites of the council, though, like that celebrated personage,

William Earle.

> His chief delight
> Was to inveigh against the Councillors,
> But always when occasion promised him
> The public laugh.

It would be fairer perhaps to compare him with the shrewd and wayward Jaques, who says:—

> I must have liberty
> Withal, as large a charter as the wind,
> To blow on whom I please; for so fools have;
> And they that are most galled with my folly,
> They most must laugh.

Mr. Earle died in 1864, in the seventy-fifth year of his age.

Returning down Oxford Street and Mount Pleasant, let us pause for a moment at the corner of Hope Street. The Medical Institution, a neat stone-fronted building, adapted to the curved junction of the two streets, was erected in 1836-7. It stands very nearly on the site of the old bowling-green house where Roscoe was born.

Medical Institution.

Adjoining the Medical Institution stands Hope Hall, the history of which is a little curious. About the year 1834 the Rev. Robert Aitken, a clergyman of the Church of England, from the Isle of Man, became what is called a revivalist preacher, first amongst the Wesleyan Methodists, whose pulpits were for a time opened to him, although he was not connected with the body. The excitement created became difficult to control; and the sanction of the Methodists being withdrawn, Mr. Aitken's followers formed a separate community. About 1837 the chapel in Hope Street was erected by his friends, and for a time a large amount of excitement was kept up by his energetic ministrations.

Hope Hall.

CHAP. IX.

Hope Hall. Rev. Robert Aitken.

The following description of one of his services is from an eye-witness:[1] 'The place was crowded almost to suffocation. Having selected as the subject of his discourse Christ's healing of Jairus's daughter, he spoke upon it for the space of forty-five or fifty minutes. His language was pointed and energetic, his manner impassioned, occasionally, indeed, bordering on the wildest enthusiasm. Upon his hearers his discourse, which was carefully composed, but declamatory, told with prodigious effect. From about ten minutes to a quarter of an hour before reaching his conclusion or climax, many of the audience, apparently unable to control themselves, were giving loud vent to their feelings. "Amen!" "Lord, hear him!" "Come, Lord Jesus!" "He is coming!" and similar expressions I heard resounding on every side of me. The gestures of many persons in my immediate vicinity betrayed their intense agitation and excitement. When the preacher had ended, an invitation to go downstairs was given to such as felt inclined to do so. I did not comply. A friend, who went down, described to me the scene as extraordinary, but inexpressibly painful. In the apartment below he saw persons, to the amount of fifty or thereabouts, in different postures and attitudes; some grovelling on their bellies, some kneeling, and some standing; some anxious, some depressed, and some joyful, but all more or less excited, and the majority uttering a great variety of exclamations. Some were labouring under convictions of sin, and some had just obtained deliverance. Individuals were constantly flitting about ready to aid the parties described in their religious trials and exercises." This overwrought system of excitement soon wore itself out. Differences arose between Mr. Aitken and a Mr. Bowes, who was engaged to assist in the services, and at length Mr. Aitken abruptly left the town, leaving his followers to provide for themselves.[2] In 1841 the building was licensed for service in connection with the Established Church, under the title of St. John the Evangelist. The Revs. Richard Cargill, Thomas Macgill, and Henry H. Higgins successively occupied the pulpit. In 1853 the building was brought to the hammer and purchased by Mr. R. A. Macfie, afterwards M.P. for Leith. Under his auspices it was

[1] Rev. Dr. Thom, *Liverpool Churches and Chapels*, p. 47.

[2] Mr. Aitken subsequently resumed his place in the Church of England, and became vicar of Pendeen, Cornwall. One of his sons is now vicar of St. Paul's, Penzance, and another, the Rev. W. Hay Aitken, is vicar of Christ Church, Everton (Liverpool).

made exceedingly useful as a place for meetings of religious societies, lectures, etc., under the name of Hope Hall. It has since passed into other hands, and has undergone considerable alteration and improvement for the same purposes. Hope Hall.

Descending the hill, we may notice in passing, on the left, the extensive buildings, old and new, of the Convent of the Sisters of Notre Dame, with its adjacent schools, and its church with an elegant wooden spiret or *flèche* on the summit of the roof. We halt again at the Adelphi esplanade, where we will resume our walk in the next chapter.

NEWNES PUBLIC
PUTNEY.

CHAPTER X.

BOLD STREET AND ITS SURROUNDINGS.

CHAP. X.

Our Bold Street—*parva componere magnis*—has been compared to the metropolitan Bond Street; the reason why, merits consideration. "There is a river in Macedon, and there is also moreover a river at Monmouth," quoth honest Fluellen; "and," he adds, "there is salmons in both." Perhaps here may be found our point of comparison. Bond Street has, or is reputed to have, its "loungers." Whatever there is in Liverpool of the "dolce far niente" style of life—and sooth to say there is not much—is accustomed to air itself in Bold Street. It is true we cannot boast of a Madame Rachel, who professes to renovate ancient dames and make them "beautiful for ever," but we have had a Madame Jane Clarke, who was far more successful in setting off the charms of the younger ones to the best advantage; and we still retain our Brights and our Woolrights, whose establishments glisten with attractions for the fair which Aladdin's palace could not boast of. We have also here our single, solitary club-house, the "Palatine," which confers a sort of Pall Mall air upon the locality. The "flâneurs" assembled at the door, taking stock of the fair ones as they pass, may be likened, *longo intervallo* to the aristocrats at the window of Brookes's. And then we have the Lyceum and its library, where the last new novel is anxiously contended for by the sweetest lips in the most dulcet tones of earnest entreaty. Have we not also the Queen's Hall, where the Howard Pauls, the Frederick M'Cabes, the Christy's Minstrels, *et hoc genus omne*, each in their several season contend for public favour? I think enough has been said to show that Bold Street presents a microcosm of the larger world of Liverpool life—the distilled essence, so to speak, of Dicky Sam-ism. Let us estimate its merits accordingly.

Loungers.

Shops.

Palatine Club.

Queen's Hall.

Down to about 1780 the site of Bold Street was a rope-walk and field, occupied by Messrs. Joseph and Jonathan Brooks, alluded to in the description of Hanover Street, in Chapter VII. In the map of 1785 the line of street is laid out, but no buildings erected. The name is derived from the Bold family, who possessed lands at the top of the street, including the site of St. Luke's Church. Such progress was made in building, that in 1796 the whole of the south-western side and about one-half of the north-eastern side were built up. From some unexplained cause the demand then slackened, and vacant spaces remained unbuilt on for many years subsequently. The dwelling-houses erected were of a respectable class, many of those on the south-west side being occupied by merchants, who had their counting-houses at the back, fronting Wood Street. One of the last of these was Mr. Thomas Tobin, who occupied a handsome house about half-way up the street, with his counting-house behind. He began to reside here in 1806, and continued until 1838, long after all the neighbourhood had been converted into shops. In his noble, portly form, and stately though somewhat ponderous gait, he was the embodiment of a "fine old English gentleman." His brother, Sir John Tobin, Kt., was mayor in 1819, and filled for some time a prominent place in the public affairs of the town. He was the builder and owner of the "Great Liverpool" steamship, launched in 1838, and then considered a marvel in naval architecture, being 1150 tons burthen, and 461 horse-power. One of the first buildings erected in Bold Street was the Old Music Hall, extending back to Wood Street, along the east side of Concert Street.

A.D. 1780. Site.

Buildings.

Tobin.

Music Hall.

The building arose in the following manner:—There was an instrumental musical society of amateurs who met weekly, and being joined by a society of vocalists, they wished to perform choral music, but were cramped for want of a suitable room. In 1785 a scheme was brought out for erecting a hall by the issue of shares of £10 : 10s. each. This was so successful that the plan was extended to double its original intention. By permission of the Corporation, the portico was carried across the footway in Bold Street, and the building extended over the footway in Wood Street. The internal dimensions were 100 feet by 42 feet. It had space for an audience of 1400, with an orchestra of 150. The land cost £120. The total expense was £4526 : 6 : 4. The architect was Charles Eyes. The shareholders formed a tontine, with benefit of survivorship.

CHAP. X.

The hall was opened in June 1786 with the oratorio of the "Messiah." At this time music was much patronised in Liverpool. In 1809 there were 300 subscribers at £2 : 2s. for twelve concerts, for which each subscriber had three tickets. Whether from its peculiar proportions, its mode of fitting up, or from whatever cause, the fact is certain that in its acoustic properties this was one of the best music-rooms ever constructed. The organ was large and powerful. For many years the concerts in this building were carried on with considerable success, most

Vocalists.

of the leading vocalists, Catalani, Pasta, Malibran, Braham, Bartleman, etc., and many of the leading violinists, having here added to their laurels. Notwithstanding this success the undertaking had many difficulties to struggle with, and in 1810 it was sold, the subscribers receiving £7 : 5s. for each share which cost £10 : 10s. The subsequent management was for

Thomas Wilson.

many years in the hands of Thomas Wilson, well known at one time as a dancing-master. He was a man of good musical taste and of considerable enterprise. By his exertions Weber's opera of "Der Freischutz" was performed in the Music Hall, for the first time in Liverpool, in 1823, a few months after its first appearance on the stage.

A.D. 1836. Alterations.

About 1836 the building was dismantled, shops were constructed on the lower storey, and a floor thrown over, forming a large hall above, which was let for public meetings. For musical purposes the alteration was destructive. A few years afterwards the building was destroyed by fire, when it was rebuilt as it now stands.

Whatever may have been the cause, Bold Street has been for the last twenty years the leading street for ladies' shopping. The migration in this regard in Liverpool has been from west to

Changes in fashion.

east. Time was, in the middle of the last century, when Redcross Street and Pool Lane displayed the newest fashions. Castle Street then succeeded, and held supremacy for many years, until the ladies were elbowed out by the demands of commerce. Lord Street then took its turn, until it was widened in 1826, when its business assumed more of a general character. The tide then set along Church Street, and by its flow up the slope of Bold Street, has enhanced the value of property in the locality to a very great extent. What changes may be in store time alone can show. Fashion, like the wind, bloweth where it listeth; but in any event Bold Street as a leading thoroughfare must always maintain a high business capability.

CHAP. X.

Commencing the ascent of Bold Street, the Lyceum attracts our first attention. The history of the Liverpool Library, from its origin in 1757 down to the close of the century, has been detailed in Chapter V. After the successful establishment of the Athenæum in 1799, a stimulus was given which led to a proposal to erect a building for the library, and to connect therewith a newsroom which would enlarge the circle of its operations. This led to the erection of the present building. The accepted design was by Mr. T. Harrison, of Chester. The building was completed in 1803, at a cost of £11,000. Although it would not be difficult to criticise some portions of the exterior, yet, on the whole, it is a noble and effective design, and well adapted for its purpose. The newsroom is a fine apartment, 68 feet by 48 feet, 31 feet in height, with a vaulted ceiling. The library, which doubtless had its prototype in the Radcliffe Library at Oxford, is a model of arrangement and convenience within a limited extent.

Lyceum.

Newsroom.

A little above the Lyceum formerly stood a building called the Rotunda, originally built for the exhibition of panoramic views, having a conical roof with a central shaft, round which the panorama moved. For many years it was used as a billiard-room, confined to a select body of subscribers. About 1864 it was taken down, and shops erected on the site.

Rotunda.

Immediately adjoining stands the Palatine Club-house, a handsome structure in Bath stone. Club life is not indigenous in this ancient and loyal borough. Liverpool is a place to make money in, not to spend it. The quiet lounge, the gossip, the persiflage, the sudden changes in the political atmosphere—*péripéties* the French call them—are all wanting. The prices of cotton and sugar, very exciting on the Exchange flags, are scarcely fit subjects for the drawing-room of a club. Add to this the distance from town at which most of the leading classes reside, and it will be seen that club-life in Liverpool must be rather dreary—must smack a little of molasses and tar. However, these untoward circumstances have not prevented the erection and maintenance of a handsome building, handsomely furnished, and serving its purpose in a very respectable manner.

Palatine Club.

The house at the upper corner of Newington and Bold Street now converted into shops, was erected in 1788 by Henry Park, surgeon, who resided here for thirty-two years. Mr. Park was not the least eminent of the many distinguished men who have raised the fame of the medical and surgical school of Liverpool.

Harry Park.

CHAP. X.

Harry Park.

He was descended from an old Liverpool family. His father was a surgeon residing in Water Street, where Henry was born on March 2, 1745. During a long professional life he did much to increase the reputation of the practice of surgery in his native town. His work on the *Excision of Carious Joints* passed through several editions. He commenced practice in 1766 in Basnett Street, and removed to Bold Street in 1788. In 1820 he retired to a suburban retreat at Wavertree, and died on January 28, 1831, in the 86th year of his age, full of years and honours.

The following tribute to the merits of Mr. Park is extracted from an article in the *Edinburgh Review* (October, 1872), on surgical science :—

"In the latter portion of the last century, when a vigorous flash of originality seemed to light up the annals of surgery, Park, of the Liverpool Hospital, may be said to have accomplished the first act of conservative surgery. His patient, a sailor, to whom the loss of a foot and leg would have been tantamount to the loss of his means of getting bread,—determined him to make the experiment of simply excising the diseased part, the knee-joint, and retaining the foot and leg. This he did so successfully, that, to use his own words, the patient several years after the operation, "made several voyages to sea, in which he was able to go aloft with considerable agility, and to perform all the duties of a seaman, that he was twice ship-wrecked, and suffered great hardship without feeling any further complaint in that limb. This was a crucial test of success, that should have stamped the operation as one of the greatest surgical triumphs of the time; but like so many other great strides taken in that age of extreme vivification, it was in advance of its fellows, and was destined to be arrested for the better part of another half century."

Queen's Hall.

About midway up the street, on the north-west side, stands the Queen's Hall. It was originally built in 1827-8 as a chapel for the Rev. David Thom, LL.D., who had been ejected from the Scotch Church, Rodney Street. Of him I shall have to speak hereafter. About 1856 the congregation removed to Brownlow Hill, corner of Crown Street, when the building in Bold Street was sold, and converted to the purpose of public amusement.

Diorama.

Not far distant formerly stood the "Diorama," in which was exhibited a very beautiful and artistic series of views, with optical effects of a very charming character. This exhibition

was established by M. Daguerre, subsequently so renowned in connection with the invention of photography. After standing a few years, the building was converted into shops.

Freemasons' Hall.

Higher up, at the corner of Colquitt Street, stood the Freemasons' Hall, a neat stone building erected about 1801, as a place of meeting of the Royal Arch Lodge, No. 20. From what cause I am unable to say, but in a few years it was abandoned by the Freemasons and converted into the Savings' Bank.

In 1864 the hall was taken down, and a new and enlarged building erected for the bank from the designs of Messrs. Culshaw and Sumner.

Having arrived at the summit of Bold Street, we will next turn our attention to Renshaw Street, which radiates from the same point.

Renshaw Street.

Renshaw Street dates from a much earlier period than Bold Street, having been in existence before the middle of the last century, though the greater part of it was a mere rural lane. Down to the end of the century it was only very partially built on. Originally it was narrow and irregular, but about the year 1800 the east side was partially taken down and set back to widen the street.

Newington Chapel.

Commencing at the north end, the first building which meets our view is Newington Chapel, an object of considerable interest from several sources. Previous to the year 1777, the Independents or Congregationalists possessed no place of worship in Liverpool. After the passing of the Toleration Act, in the reign of William III., the Nonconformists of the orthodox creed, in erecting chapels, made no distinction between the Presbyterian and Independent "platforms," or systems of church government; but about the middle of the eighteenth century a large proportion of the congregations adopted Arian or Unitarian sentiments, which occasionally led to divisions and secessions. In the year 1777, on the appointment of the Rev. Hugh Anderson to the ministry of the ancient chapel in Toxteth Park, a secession of this kind took place, which led to the erection of the building in Renshaw Street called Newington Chapel. The Rev. David Bruce was the first pastor, and under his ministry the church was united with the Independents. Mr. Bruce's pastorate extended over thirty years. Dying in 1808, after an interval of three years, the congregation gave a call to a young man of very remarkable talents—the Rev. Thomas Spencer[1]—

[1] Mr. Spencer was born at Hertford January 21, 1791. On the 21st January 1807, he was admitted a student at Hoxton Academy.

CHAP. X.

Reverend Thomas Spencer.

whose youth, fervour, piety, and oratorical powers, at once riveted public attention; such a sudden rise to extensive popularity has rarely been witnessed. The crowds who flocked to listen to his ministry exceeded all precedent, and it was found absolutely necessary to take immediate steps for the erection of a large and commodious building. This resulted in the erection of Great George Street Chapel, of which more hereafter. The melancholy sequel is well known in the annals of Liverpool. In the month of June 1811, Spencer was ordained. On August 5th following his brilliant but too brief career was brought to a close, through his being accidentally drowned whilst bathing on the south shore. The regret for his loss in the public mind was wide and deep. Such a scene of public mourning as took place at his funeral has rarely been witnessed:

> His beauteous image passed us by,
> He came like lightning from the sky,
> He seem'd as dazzling to the eye,
> As prompt to disappear.

> O nate, ingentem luctum ne quære tuorum.
> Ostendent terris hunc tantum fata; neque ultra
> Esse sinent.

Reverend Thomas Raffles.

The immediate successor to Mr. Spencer was the Rev. Thomas Raffles, afterwards D.D., to whom I shall have to allude more specially in connection with Great George Street. The pulpit of Newington Chapel has been filled by several eminent men at subsequent periods; amongst others, by the Rev. Robert Philip, afterwards of Maberly Chapel, London; Dr. Lindsay Alexander, afterwards of Edinburgh; and Dr. Spence, afterwards of Dundee. The quasi-Gothic façade was added in 1820, and the schools in the yard about 1863. The building in 1872 was sold and appropriated as a German church.

Benson Street takes its name from a historical personage who belonged to a Liverpool family—the "refractory juryman" referred to in the letters of Junius.

Lord Mansfield was in the habit of sending for men from the city likely to be on special juries, to talk to them on the subject of libel, whether it was the place of the judge or jury to define what was libel. John Benson, then a merchant in the city, was sent for, and went to see Lord Mansfield at

chambers, and on finding him unwilling to take his view, his lordship said, "that will do." After a pause, Mr. Benson replied, "Your lordship's carriage brought me here, and I expect it to take me back again." Hence on a subsequent occasion, when John Benson's name was called, Lord Mansfield cried "Pass him by!"[1]

Unitarian Chapel.

A little farther along the street on the east side stands the Unitarian Chapel. I have in Chapter VI. brought up the history of the Presbyterian congregation originally assembling in Castle Hey, down to the period of their removal from Benn's Garden. This was in 1811, when the chapel in Renshaw Street was built. It is a neat stone-fronted edifice, designed by Mr. William Byrom. The Rev. Robert Lewin, who was pastor of the church for forty-six years, opened the new chapel and remained its minister until 1816. He was succeeded by Mr. George Harris, who created a great sensation in his day by his controversial discourses. After him came Mr. William Hincks and his brother Mr. George Hincks; and in 1831, Mr. John Hamilton Thom, who continued until 1863, when he retired from the ministry, but still remains amongst us to pursue a useful and active career in private life. The present incumbent is the Rev. Charles Beard, M.A.

St. Andrew's Church.

Nearly opposite stands St. Andrew's Episcopal Church, erected in 1815 by Sir John Gladstone, Bart., at an expense of £12,000. It was built at a period when ecclesiastical design was at a very low ebb. Chancels and altar screens, clerestories and reredoses were supposed to have passed into the night of oblivion, never again to see the light. Commodious space for a congregation, with galleries all round, and a shallow recess at one end—east or west as the case might be—were all that was required. The Rev. John Jones, M.A., since incumbent of Waterloo, and Archdeacon of Liverpool, filled the cure for many years, and several eminent men have been his successors. The church having been erected under the former state of the law, by which the patronage after a limited period lapsed to the patron of the parish, in this case the Corporation; the advowson was recently offered for sale under the Municipal Act, and was purchased by Mr. Robertson Gladstone, thus again investing it in the family of the founder.

A little way farther along Renshaw Street, Oldham Street runs eastward up the hill. This takes its name from the Old-

[1] See *Index to Junius* under the head "John Benson."

CHAP. X.

Scotch Church.

ham family, to whom the land originally belonged, and from whom it passed to the Bolds. In Oldham Street stands the oldest Presbyterian church in the town connected with the Church of Scotland. The Scottish residents in Liverpool down to the year 1792 worshipped in the Dissenting chapels, but about that time they felt themselves strong enough to erect a place of their own. Amongst these was Mr. John, afterwards Sir John Gladstone, subsequently an ardent champion of the Church of England, and founder of several Episcopal churches. By their efforts the funds were raised for the erection of Oldham Street Kirk, which was opened in 1793, Mr., afterwards Dr., William Kirkpatrick, being the first minister. This church has been the fruitful parent of the numerous Scotch Presbyterian edifices in various parts of the town. In itself it is simply a square brick edifice with a barn roof, the orthodox design until recent years of most Nonconformist ecclesiastical structures.

Caledonian Schools.

The Caledonian Schools, on the opposite side of the street, erected in 1808, have long occupied a very honourable position amongst the schools of the town; supported by the Scottish inhabitants of all sections, they give an excellent education to children, of both sexes, of Scotch parentage.

St. Luke's Church.

We have now arrived at the *Carrefour*, where Renshaw, Leece, Berry, and Bold Streets converge, and see before us a stately church with a lofty tower and aspiring turrets, and if it happens to be a Sunday or a holiday, our ears may be gratified by the musical cadences of a melodious peal of eight bells. This is St. Luke's Church, generally considered the crowning point of Liverpool ecclesiastical architecture; built by the old Common Council as the Corporation church *par excellence*, regardless— as the auctioneers say—of expense, and dedicated to their patron saint.

It is stated that the site was purchased for the purpose of building a church about 1791, but no steps were taken towards the erection until 1811, when the first stone was laid by Mr. James Drinkwater, then mayor. Some progress was made with the foundations, and the enclosure walls were built, when from some cause the works were suspended for many years. They were resumed about 1826, and the church was finally completed in 1831, at the cost of £53,418. The original enclosing walls were solid and lofty pieces of masonry with arched monastic-looking gateways. When the church was completed these were taken down and replaced by iron railing. A few years ago the front portion of this railing was removed, and the church, which stands at the summit of a lofty flight of steps, was thrown open

to the street. On gala days, when any military or civic procession parades the streets, this ascending stage presents a splendid "coin of vantage" with its vistas along the converging streets.

St. Luke's Church.

It would be unfair to subject a design like this of forty or fifty years ago to the canons of modern criticism with any severity. At the same time it may not be without interest to offer a few remarks, if only to show the progress which has been made since that period. The design is attributed to Mr. John Foster, the Corporation architect of the day: but as it is certain that his studies were never turned in the direction of mediæval art, rumour ascribed the design to his assistant Mr. Edwards. This, however, may be only that sort of vulgar gossip which sees in every architect a Pecksniff, who takes the glory, and in every assistant a Tom Pinch, who really does the work. Be this as it may, for excellence of masonry, careful execution of the several parts, and attention to detail, the design is deserving of much praise; but as an original composition, it must be pronounced a failure. Copyism is manifest in every line. The want of a clerestory gives a low and uncharacteristic aspect to the nave. The entirely different style of the chancel would not be incongruous had they been really distinct compositions, as is often the case in a mediæval building: but when they are evidently parts of the same design, there is an inconsistency which cannot be reconciled. This applies still more strongly to the tower, which is late perpendicular in character, with the rectilinear pannelling peculiar to the style; whilst the belfry windows exhibit the flowing tracery of the fourteenth century. The fact is, the whole design is a *rifacciamento* of scraps, put together with much painstaking and care, and with a certain amount of beauty, but utterly wanting in the spirit and feeling of original composition. The interior is a mere caricature of the style it professes to imitate. A continuous barrel vault over the centre aisle run in plaster with small panel ribs, seems such a grotesque anomaly, that one cannot help wishing that the same eclectic spirit which presided over the exterior and culled its component parts from their various sources, had exercised a little of the same discretion in borrowing or copying for the interior. The result might have been better, and could scarcely have been worse.

Reverend James Aspinall.

The first incumbent of St. Luke's was the Rev. James Aspinall, M.A., a member of an old Liverpool family, his father, Mr. John Bridge Aspinall, having filled the office of mayor in

CHAP. X.

Reverend James Aspinall.

1803. Mr. Aspinall was a man of very brilliant parts both as a writer and speaker, and during his residence here filled a prominent place in Liverpool society. He was the writer of many lively, and frequently severe articles on local affairs in the journals of the day. A series of sketches, written for a local paper and afterwards collected and published under the title of *Liverpool a Few Years Since, by an old Stager*, are in their way very remarkable productions, showing a power of developing individual character in its amusing and humorous aspects and of felicitous description of a very rare kind. In 1840 he was presented to the rectory of Althorpe in Lincolnshire, where he remained until his decease. Two of his sons occupy official positions in the borough, Mr. J. B. Aspinall, Q.C., being recorder, and Mr. Clarke Aspinall, the coroner.

Rodney Street.

Ascending Leece Street, which has been twice widened during the course of Liverpool improvements, we turn into Rodney Street, where we shall find food for meditation and reflection. The name is indicative of the date of its foundation. The famous victory of Lord Rodney over the Comte de Grasse on June 2, 1780, is still commemorated in the sign-boards of many a country tavern, and has given the name of our gallant sailor to many a street and alley. Soon after that date the street was projected, but in the map of 1785 not a single house is shown as built therein. By the year 1803 a fair sprinkling of houses had been erected on both sides, but the street was not completed until a much more recent date. The houses generally are of respectable size and character, many of them mansions of some pretence, answering in the early part of this century to the Hanover Street of the last. It has been the residence of many of the old Liverpool families, the Drinkwaters, Bournes, Tobins, Houghtons, etc., with others shortly to be mentioned. It has had for some time a hard struggle to maintain its respectability, but there are signs of its following the usual course. After a reign longer or shorter of quiet dignity, the physicians and surgeons begin to colonise. The dentist follows; then a modest-looking display of wares in the parlour window indicates the *modiste*, or the brilliant red and blue jars give token of the druggist and apothecary. By and by a shop window is boldly put forth radiant with plate glass and gold, and so gradually a change comes over the spirit of the locality; the tradesman pushes out the gentleman, and trade reigns supreme. Rodney Street is at present in the transition state, when there is a tripartite division between the

private house, the doctor, and the shop-keeper, but in the end the triumph of the trader is inevitable.

Scotch Church.

Let us commence our survey at the north end. The first conspicuous object which meets our eye is the Scotch church of St. Andrew, a large and stately building erected in 1823. Its architect was Mr. John Foster. The front is bold and imposing in its aspect, consisting of a recessed Ionic portico, with solid wings in antis, the portico surmounted by a balustraded attic. The wings are crowned by turrets and cupolas. On the whole, this building may be considered as one of the most successful efforts of the architect by whom it was constructed.

This church owes its origin to a difference of opinion amongst the congregation of Oldham Street Kirk as to the appointment of a minister, on the resignation of Dr. Barr in December, 1822. There were two candidates, the Rev. John Stewart, and the Rev. David Thom, afterwards D.D. Mr. Stewart being elected, the dissentients took immediate steps towards the erection of a new church. The first stone was laid on June 17, 1823, by Rear-Admiral Murray, with considerable *éclat*. The church was opened for divine service on Friday, December 3, 1824, by the celebrated Edward Irving, then in the full blaze of his popularity and fame.

Edward Irving.

Reverend Dr. Thom.

Previous to the completion of the building, some differences had arisen respecting the theological tenets of the pastor, Mr. Thom, amongst the congregation, who temporarily occupied the old Music Hall in Bold Street. In order to accommodate these differences, it was agreed to appoint another gentleman as joint pastor, and the Rev. Andrew Wilson, a young man of great promise, was selected. Very soon after the opening of the new church, charges of heterodoxy were brought against Mr. Thom, which were submitted in June 1825 to the Presbytery of Glasgow, which sent down to Liverpool a commission to collect evidence. After a protracted inquiry, held in the Tron Church, Glasgow, at an expenditure by the litigating parties of at least £1000, a decision was pronounced adverse to Mr. Thom, by which he was removed from his office and ministry. A number of the congregation still adhered to him. The Music Hall was again resorted to as a temporary refuge, until the chapel was erected on the north-east side of Bold Street, now the Queen's Hall. This was opened in April 1828. After remaining here about twenty-eight years, the site, having become very valuable for business purposes, was sold, and premises purchased at the

Deposition and secession.

CHAP. X.

Scotch Church.

upper end of Brownlow Hill, corner of Crown Street. Here in an "upper room," Dr. Thom continued to minister to a select but very attached circle, to the time of his decease, on February 27, 1862, after which the congregation became dispersed. He was a man of varied and extensive attainments, and of a large-minded charity. Though holding theological views somewhat peculiar, and engaged in controversy at many periods of his life, few men have been more free from bitterness or have possessed less of the *odium theologicum*. A little volume, published during his life, entitled *Liverpool Churches and Chapels*, contains the result of much patient and laborious inquiry, and furnishes information on an interesting subject which might otherwise have been lost. I am indebted to this little volume for many particulars in the present work. Since his decease two volumes, containing sermons and other writings by Dr. Thom, have issued from the press, to which is prefixed a memoir by his son.

The church in Rodney Street, owing to a misunderstanding of some kind, had fallen so low that it was offered for sale by public auction, and was actually purchased on behalf of the Wesleyan Methodists. Difficulties in the transfer arose out of the nature of the trust-deed, and the purchase was cancelled. Since that time the conflicting interests having been harmonised, the establishment has been rehabilitated, and has recently pursued a prosperous career. A burial-ground surrounds the church in which there has been recently erected in memory of Mr. M'Kenzie, the eminent railway contractor, a pyramid of granite almost rivalling that of Caius Cestius adjoining the English burying-ground at Rome.

Opposite the Scotch Kirk stands a large mansion, which we must not pass without a tribute to a man and a family worthy of all honour. This was the residence during the latter part of his life of the well-known and highly-esteemed Robert Bickersteth, surgeon, as it is still that of his no less distinguished son.

Bickersteth family.

The Bickersteth family present an example of what natural talent combined with early training and good example can accomplish in a country where the path to fame and honours is open to every man with a strong brain and a determined will. The elder Bickersteth was a medical man in Kirkby Lonsdale, a small country town in Westmoreland. From this country of "the dales" many hard-headed men, trained in the frugal and industrious habits of the district, have emerged to distinguish themselves on the arena of public life. Of the five sons of this

gentleman, one took to the law, rose to distinction, and died a peer of the realm—Lord Langdale, Master of the Rolls. Another, the Rev. Edward Bickersteth, entered the church, where he became eminently useful, his memory as a preacher and author being held in high estimation. A third, Robert Bickersteth, devoted himself to the medical profession, and rose to the highest rank as a surgeon and operator, his reputation and fame being very widely extended. The present generation have worthily maintained the position acquired by their parents; one being the present Bishop of Ripon, and another, the occupier of the mansion before us, fully maintaining his father's fame in the medical profession. Bickersteth family.

At the house adjoining, resided for many years Mr. James Maury, American Consul in Liverpool for about a quarter of a century, a gentleman very much respected in his day, He was the father of Captain Maury of the U.S. navy, so well known by his researches on ocean currents and soundings. Consul Maury.

Hard by resided Mr. Pudsey Dawson, mayor in 1799, colonel of a regiment of volunteers raised in 1798. The distinguishing feature in Mr. Dawson's character was the uniform and ardent zeal he displayed on behalf of the School for the Blind, to the interests of which he devoted much both of time and money. Somewhat small in stature, his personal courage was remarkable. His martial proclivities descended to his sons. His eldest son, William, entered the Royal Navy, and for his gallant conduct when lieutenant of the "San Fiorenzo," in fighting his ship after the captain had fallen, he was promoted to the command. His second son, Henry, was captain in the 52d Regiment, and fell in the Peninsular War. Another son, Charles, was lieutenant in the same regiment, and died in France in 1816 of wounds received in battle. Pudsey Dawson.

Proceeding onwards a few doors beyond Leece Street, on the west side, we pause before a house which will ever be memorable in the annals of Liverpool. It is a tolerably large house, now numbered 62. It originally stood comparatively detached with a wing on each side. One of these has been altered, and converted into a separate dwelling. This house was formerly the residence of Mr., afterwards Sir John, Gladstone; and here, on December 29th 1809, first saw the light the Right Honourable William Ewart Gladstone, prime minister—orator, poet, scholar, statesman, a man of the most varied capacities and equally eminent in them all. This is not the place to dis- W. E. Gladstone.

CHAP. X.

course on politics; but however political opinions may vary, there can be but one estimate of the great ability and conscientious application of his powers of this remarkable man. Liverpool has reason to be proud of being, in one sense, the "alma mater" of such a son. It is a remarkable fact, that of the four great Parliamentary orators of recent times—the late Lord Derby, and Messrs. Disraeli, Gladstone, and Bright—three belong to South Lancashire and two of these to Liverpool, or its close vicinity.

The same house was the residence, in his youth, of the Right Honourable Edward Cardwell, afterwards Lord Cardwell. He was born at Seedly, near Manchester, 24th July 1813. In 1818 Mr. Gladstone having removed from Rodney Street to Seaforth House, Mr. John Cardwell of Blackburn, the father of the future peer, who had recently commenced business as a merchant in Liverpool, rented the house, in which he resided until his decease in 1831.

Mr. Edward Cardwell was educated at Oxford, and was called to the bar in 1835. In 1841 he was returned to Parliament for Clitheroe, in the Conservative interest. In 1847 he was returned for Liverpool along with Sir Thomas Birch, Bart. but was defeated in 1852. In 1874, on the breaking up of Mr. Gladstone's administration, he was made a peer. Lord Cardwell inherited large estates in West Lancashire, which came into the family by the marriage of his grandfather with the daughter of Mr. John Hodson, M.P. for Wigan.

Hardman family.

Let us now turn up Hardman Street. This takes its name from the Hardman family, of whom Mr. John Hardman was elected member for the borough in 1754, and died whilst in office. The street was originally narrow, and along with Leece Street, by a strange oversight or misconception, has been twice widened; the buildings erected after the first widening having had to be again purchased and taken down.

St. Philip's Church.

Ascending the street, the first object which strikes the eye is St. Philip's Church, a Gothic building of rather peculiar structure. It was erected in 1816 by Mr. John Cragg, at an expense of £12,000. The material is brick, covered with a thin coat of compo, which scarcely hides the joints of the brickwork. The windows are of the depressed Tudor arch form, with slender cast iron tracery. Hollow octagonal turrets are carried up at the angles, crowned with spirets, ornamented with cast-iron crockets. The absence of any central or aspiring feature to carry the eye upwards is the great defect in the external design of this building, which is a sort of feeble imitation of King's College Chapel,

Cambridge. The architect was Mr. Thomas Rickman, who deserves rather more than a mere passing notice. In the early part of the present century he was a clerk in a mercantile office in Liverpool. Born and brought up in the Society of Friends, with whom he continued in communion to the end of his days, ecclesiastical architecture was about the last study to which he might have been expected to devote himself. The tendencies and bent of a genius for a special pursuit are not to be controlled; and so young Rickman, with little or no external assistance, devoted himself to the study of our mediæval buildings, at a time when little progress had been made in that direction.

Thomas Rickman.

In 1809, James Smith, an enterprising printer in Tithebarn Street, Liverpool, a member of the Society of Friends, brought out in serial numbers a work entitled, *Smith's Panorama of Science and Art*, in which he engaged Thomas Rickman to write the article on architecture. Up to this time the awakening sense of the beauty of mediæval architecture had been destitute of any order or arrangement for its ideas. No classification had as yet been attempted. This want Rickman attempted to supply, and for the period very successfully. His article attracted considerable attention. It was afterwards expanded and published as a separate work, and has gone through many editions, the last, issued since the author's decease, by Parker of Oxford, being profusely illustrated. It contains much useful information, but is now to a considerable extent superseded by later works. Its main defect is the comparatively narrow view taken of the subject by its limitation to English examples, the Continent not being accessible, and its rich stores almost unknown, at the time when he wrote. The notice which the work obtained led Rickman to devote himself entirely to architecture as a profession, first in Liverpool and subsequently in Birmingham, where he continued to practise until his decease.

Smith's Panorama.

The churches designed by him in Liverpool are St. George's, Everton; St. Michael's in the Hamlet; the present church under notice; and at a subsequent period St. Jude's, Hardwick Street. These buildings, the three first erected at an early period of the Gothic revival, exhibit a very material advance upon anything in the Gothic style previously attempted in Liverpool; the tone, character, and motive of every part being derived from careful study of ancient examples. This, however, is nearly all the merit which can be fairly awarded to them.

Churches erected.

CHAP. X.

As original designs they are stiff and feeble, the common fault of all early attempts to resuscitate an extinct style, whether in art or literature.

Rickman's merits.

The half century which has since elapsed has made prodigious advances in the growth and development of the germ planted by Rickman, and it cannot be denied that the genius of the pointed style now shines forth with far more brilliant lustre than in anything designed by him. This is natural and to be expected; but when we consider the difficulties by which he was surrounded, and the utter absence of all such aids as now abound for the use of the architectural student, our wonder should be not that he did not accomplish more, but that he did so much. His great merit is that of having opened a sealed book, of having furnished the key to the buried treasures of a forgotten art, of pointing out to his successors the way to attain a deeper infusion of the spirit and feeling of mediæval architecture than it was possible for him under the circumstances to obtain.

Blind Asylum.

On the opposite side of Hardman Street stand the buildings of the Blind Asylum, which institution was removed here from London Road in 1851. They form a neat group, designed by the late Mr. A. H. Holme. The church adjoining, removed at the same time and re-erected stone by stone, has already been described in Chapter VIII.

Hope Street.

We are now approaching a quarter abounding in churches and public buildings. The land about Myrtle Street and a portion of Hope Street, owing to peculiar circumstances, was prevented from coming into the market, and remained green fields long after the surrounding land was occupied. Hence, when brought within reach, it was eagerly sought after for public structures. Owing to these circumstances, Hope Street long retained its suburban character; its houses withdrawn within pleasant gardens, with trees and verdure all around. This retirement was strengthened by the north end of the street being blocked up, the old tavern where Roscoe was born, which limited the passage into Mount Pleasant to a narrow crooked lane. The house was taken down about 1835, and the street thrown open as at present. Hope Street takes its name from Mr. William Hope, who built and lived in the house at the corner of Hardman Street. His sons became eminent as merchants, Mr. Samuel Hope having founded the Bank in Water Street, subsequently so unfortunate under the name of the Borough Bank.

CHAP. X.

In ascending from Hardman Street to Hope Street, the first edifice which attracts attention is the Philharmonic Hall, well known to fame and the musical world. This building in its uses and constitution is almost unique. Liverpool cannot boast of an Opera House. Various attempts have been made to naturalise the opera as an institution amongst us, the latest by the erection of the Alexandra Theatre in Lime Street; but the results have been uniformly failure. The public of Liverpool are not as a whole a play-going people, and cannot be excited by any stimulus to respond to the great outlay which the opera necessarily involves. Still the love of music has always prevailed amongst us more or less. After the destruction of the Old Music Hall in Bold Street, a long time elapsed without any adequate provision for the gratification of musical taste. To meet this want the Philharmonic Society was established about 1842. Its meetings were at first held in a large room in Great Richmond Street, near St. Anne's Church. Its great success led to more extended operations, and before many years it was determined to erect a suitable structure on a scale commensurate with the greatly expanded circle, which felt an interest in the subject. The money was raised in shares, for which the subscribers received boxes and stalls.

Philharmonic Hall.

Musical taste.

The first stone was laid on September 23, 1846, and the building was opened on August 27, 1849. The architect was Mr. John Cunningham. For convenience of arrangement, capability of seeing and hearing, and general design, this building may be pronounced one of the most successful of the kind ever erected. Internally it may be described as a large and lofty parallelogram, with the orchestra at one end; free from pillars or obstructions of any kind, and without projecting galleries.

Building.

Description.

The area of the ground floor is appropriated to the stalls. The boxes are carried along both sides and one end, and are recessed back over the corridors, which extend round the building. Above the boxes there is an upper gallery. The access to the boxes is by two commodious staircases, at the head of which is a long refreshment room, communicating with the upper corridors at each end. The arrangement of the corridors and communications, in their spaciousness and convenience, contributes much to facilitate the agreeable intercourse which takes place in the intervals of the performances. The whole is well worthy of the position which the institution enjoys amongst the

CHAP. X.

Philharmonic Hall.

attractions of the town. The exterior is a simple rectangular design, bold and massive, with an arcade in the lower storey at the front and north side, and an upper tier of moulded windows surmounted by pediments. A bold cornice crowns the whole, with ornamentation above, displaying medallions of eminent musical composers. The method of lighting the interior is worthy of notice. An ornamental cornice runs round the ceiling, from which springs a cove with open decorated work in panels. Along the outer edge of the cornice are placed innumerable small jets, by which the entire hall is lighted, with the addition of a sun-burner over the orchestra. The effect is pleasing and subdued, entirely avoiding the glare and heat of lights scattered about the room. The ventilation is simple and ingenious, the air, after being moderately warmed, being forced in by mechanical means through apertures diffused round the hall, to avoid draughts. The consumed air is drawn off above.

Performances.

Although the performances are not operatic, the *morceaux* selected from the operas being presented in a fragmentary manner, without scenery or dramatic effect, the institution discharges for Liverpool society the same functions as Her Majesty's Theatre does for the *haut ton* of the metropolis. It is here that friends meet and the newest fashions are displayed. It is here that the small talk, persiflage, and gossip of what is called "good society" pervade the air and circulate their agreeable flavour—

> Through all the giddy circle they pursue,
> And old impertinence expel by new.
> When Florio speaks, what virgin could withstand,
> If gentle Damon did not squeeze her hand?
> This, erring mortals levity may call;
> Oh blind to truth! the sylphs contrive it all.

The music, however, is not all operatic; oratorios, masses, cantatas, and choral music of all kinds, vary the bill of fare, which is generally selected with taste and performed with skill.

Baptist Chapel.

At the opposite corner of Myrtle and Hope Streets stands the Baptist Chapel, under the ministry of the Rev. Hugh Stowell Brown. I have spoken in Chapter VIII. of the chapel in Lime Street, and of its demolition in 1844, when the present building was erected in its stead. As a place of worship it is commodious and well-arranged, but its style of architecture is not up to the demands of the age in ecclesiastical structures.

Its original architect was Mr. W. H. Gee. In 1847 the Rev. James Lister, owing to advancing years and infirmity, resigned the pastorate, which was soon after conferred on Mr. Hugh Stowell Brown. The great popularity of this gentleman, and the consequent crowded state of the congregation, necessitated an enlargement of the edifice, which was carried out in 1862 by Mr. Culshaw. The building now accommodates a very large congregation.

Scotch Free Church.

A little above the Philharmonic Hall on the south side of Myrtle Street, stands St. George's Presbyterian Church, of which the Rev. J. Kennedy Moore, M.A., is the minister. This church owes its origin to a secession from Rodney Street Kirk, shortly after the disruption in the Scottish National Church. The congregation are in connection with the Presbyterian Church in England, which represents here the Free Church in Scotland. The building has a neat stone front, with nothing remarkable except a figure supposed to represent John Knox struggling under the oppressive weight of a heavy mass of masonry forming a projecting corbel. The first stone of this building was laid by the Right Hon. Fox Maule, afterwards Earl of Dalhousie, on April 11, 1844. It was opened for public worship on May 10, 1845.

Lying-in Hospital. Children's Infirmary.

On the opposite side of the street stands the Lying-in Hospital, near which is the Children's Infirmary, a most praiseworthy and efficient charity, erected through the untiring efforts of several warm and zealous friends, in which the press took a conspicuous part, by whose exertions it was opened free from debt.

Gymnasium.

Next comes the Gymnasium, a large and commodious building. The reaction in favour of muscularity at the present day, both in the Church and the world, is a remarkable sign of the times, of which Volunteering is only one phase. "The legs of a man," of which the Psalmist made so little account, are now required to be strengthened and improved, as part of the "whole duty of man." A philosopher is no longer the pale, etiolated being, smelling of the midnight oil. He is thought of very small consequence unless he has walked over the Aletsch Glacier, ascended the Jungfrau, scaled the summit of Monte Rosa, or paddled his canoe on the bosom of the Albert Nyanza. The youth of Liverpool, fired with the same ambition, have cultivated the gymnastic art with considerable success. In this they were greatly encouraged by the leadership of a gentleman who rejoiced in the classical title of *Gymnasiarch*,

CHAP. X.

and did much to popularise athletic exercises. Owing mainly to his exertions a limited liability company was formed, and the present building erected. It is spacious, light, and every way fitted for its purpose. Its architect was Mr. Walter Scott.

Near the south side of Myrtle Street, fronting Mulberry Street, stand the Oriental Baths. The building was originally a Welsh Methodist Chapel, built in 1843, and converted to its present purpose on the erection of another chapel in Chatham Street.

Parish emetery.

A little way back from Myrtle Street, having a front to Cambridge Street, is the old parish cemetery, with its quasi-Gothic chapel. The ground was laid out for a burying-place, and the chapel erected about the beginning of the present century. It has been for some years closed and almost forgotten.

Almshouses.

Near by stand the collection of almshouses concentrated here by the Corporation, as described in Chapter VIII. They look strangely out of keeping with the neighbourhood. The plan, straddling, as it were, angle-wise, and pushing out of line the abutting streets, and the general appearance of meanness and squalidity, point to the desirability of removing them to a more rural situation. One might apply to them, *mutatis mutandis*, the pasquinade of Bonomi in reference to the screen of columns at Carlton House :—

> Care caselle, che fate quà?
> Non sappiamo, in verità.[1]

Unitarian Church.

Returning westward by Myrtle Street, and turning along Hope Street past the Philharmonic Hall, our attention is arrested by an ecclesiastical building of considerable richness, with an attached tower and spire. This is the Unitarian Church, erected in lieu of the Octagon Chapel, formerly existing in Paradise Street. In Chapter VII. I have traced the history of this congregation down to the time of its removal from thence, and will therefore confine myself to a few remarks on the building before us. It was erected during the ministry of the Rev. James Martineau, a learned, accomplished, and eloquent divine, bearing a name highly distinguished in the rolls of literary fame. The first stone was laid on May 9, 1848, and the building was opened on October 18, 1849.

At the time of its erection this structure attracted considerable attention, both on account of the general design, and the

[1] Dear little houses, what do you here?
In truth, my good sir, it's not very clear.

completeness with which the details were carried out; in fact it formed an epoch in the progress of Gothic architecture in the town and neighbourhood. Up to this time, with few exceptions, our Gothic buildings (principally churches), however meritorious in design, had been crippled and impoverished—starved, so to speak—in their detail and ornamentation, by parsimony in most cases, and want of appreciation in others. In the Hope Street Church free scope was given to the talent of the architects, by providing means for the full development of their conceptions. The result has been on the whole highly satisfactory. The building is picturesque in outline and rich in its detail and ornament. The style is that of the early fourteenth century, which delights in flowing lines, and admits of much decoration.

Unitarian Church.

The principal feature is the steeple, which consists of a square tower, flanked by double buttresses at each angle, from which rises a broach spire, breaking into an octagon above. The angles at the base of the spire have niches and statues, with spire lights over, in the intermediate planes of the octagon. The proportions are pleasing and harmonious, combining solidity below with elegance and lightness above. The body of the church consists of a nave and side aisles, with chancel at the east end, which are carried out with very successful effect. The main defect in the design is the multiplicity of its parts. In the anxiety to make it complete too much has been attempted. The imitation in a small building of the laying out of a cathedral or collegiate church was a mistake, and the result of so many breaks, projections, porches, transepts, chancel, and miniature chapter-house, produces somewhat of a flutter and confusion which is unfavourable to dignity and repose.

The exterior walls are built with a bluish-grey stone from the coal-measures, the dressings of Bath stone. These materials, pleasing in appearance when fresh, have proved rather an unfortunate selection. The walling stones have become disfigured with brown stains, and the Bath stone in various places begins to show signs of decomposition.

Raffles Brown.

The architects were Messrs. T. D. Barry and Raffles Brown. The latter gentleman, who has long passed away from this mortal scene, deserves some notice. The son of Dr. Brown, an eminent barrister, brother of the Rev. James Baldwin Brown, and nephew of the Rev. Dr. Raffles, talent was indigenous in both descents, and Raffles Brown possessed much of what might be called genius. As an artist and designer he displayed great taste and

CHAP. X.

wonderful facility, especially in the Gothic style. His power of sketching and combining beautiful forms and effective grouping was something remarkable. Unfortunately he was infected with much of the waywardness which is commonly—perhaps erroneously—ascribed to genius. He was a rolling stone, to which very little moss adhered in its eccentric revolutions. A settled, steady life was irksome to him : and after a chequered career of a few short years, he sank into an early grave, his life an incomplete problem, an unfinished sketch.

> O good Horatio, what a wounded name,
> Things standing thus unknown, shall live behind thee !

The churches of St. Chrysostom, Everton, and of St. John the Divine, Holly Road, Fairfield, were designed by him, both erected in 1852.

Falkner Street.

Proceeding along Hope Street, a few steps bring us to Falkner Street, originally Crabtree Lane, formerly a rural road extending some distance eastward, and terminating in the fields.

Blackburne House.

The detached mansion, with its grounds extending between Falkner Street and Blackburne Place, was erected between 1785 and 1790, by Mr. John Blackburne, a relative of the Blackburnes of Hale. The family resided previously in Hanover Street. Mr. John Blackburne sen., was mayor in 1760 ; and his son, who built the house we are surveying, was mayor in 1788. This building will commemorate the name of a benevolent man, not very long passed away from us, Mr. George Holt, who for many years took an active part in the public affairs and charities of the town. As a man of business he was energetic, shrewd, and successful ; as a member of the council he occupied a leading position for a long period. The Mechanics' Institution, now the Liverpoool Institute, found in him one of its most attentive and liberal supporters. From the time of its foundation to his decease, nearly thirty years, he watched over its affairs with the most devoted attention. He was earnest on the subject of female education ; and when the female branch of the Institute was established he purchased Blackburne House ; and in memory of a beloved daughter who had during her lifetime taken an interest in the subject, he devoted the property to the purposes of the institution. After his decease this was made a gift in perpetuity by his family. Mr. Holt died on February 16, 1861, in the 71st year of his age.

George Holt.

We are now at the top of Mount Street, and will pause

before the large building, the seat of the Liverpool Institute. Before doing so I would direct attention to a respectable but modest-looking house almost adjoining. This was for many years, down to the time of his decease, the residence of Thomas Thorneley, M.P. for Wolverhampton. He was a merchant in Liverpool; and having retired from business in middle life, devoted himself to public affairs, and not long after the passing of the Reform Act of 1832 he entered Parliament as the representative of Wolverhampton, in which position he remained for twenty years. His connection with this borough was equally honourable to himself and his constituents, they having the good sense rightly to appreciate his sterling worth. Though not a man of brilliant talents nor an oratorical speaker, there was something about him which inspired confidence in his judgment and respect for his thorough honesty. In person he was of a noble aspect, a courteous gentleman in his manners. When he spoke it was with that simple directness and thorough acquaintance with his subject which never fails to carry conviction to the hearers. He was much respected in the House of Commons by both sides, and placed on many important committees. Increasing years and infirmities led to his withdrawal from Parliament in 1859: he continued to reside in Mount Street until his decease in 1863.

Thomas Thorneley.

We have now arrived at the Liverpool Institute, a very unintelligible name, which conveys not the remotest idea of its object or purpose. Juliet asks, very pertinently, "What's in a name?" One may reply, a great deal, if names are to answer to things. If it is stated that Mr. Jones keeps the "Panklibanon," or Mr. Thompson the "Pantechnitheca," ninety-nine out of every hundred would never divine that the one was a depôt for pots and pans, and the other a tailor's shop. In like manner it would be difficult for a stranger to discover that the Liverpool Institute is an educational establishment, originally the Mechanics' Institution, which has now existed for not much short of half-a-century, and has been the source, both in its aim, operations, and the influence it has exercised, of an untold amount of benefit to the community.

Liverpool Institute.

The efforts of Dr. Birkbeck, Mr. (afterwards Lord) Brougham, and others, in the first quarter of the present century, towards the establishment of Mechanics' Institutions stimulated public opinion in Liverpool in the year 1825 to an attempt at practical realisation. In that year public meetings were held at the

Mechanics' Institution.

CHAP. X.

chapel in Sir Thomas's Buildings and in the Music Hall, Bold Street, in which Dr. Steward Traill, the Rev. Andrew Wilson, of Rodney Street, and others took part, when the subject was taken up enthusiastically, and steps taken for carrying out the scheme. After a short sojourn in a room in School Lane, the institution was established in rooms over the Union Newsroom, in Slater Street, afterwards occupied as the Free Public Library and Museum. Classes were formed for instruction in the various subjects of human knowledge, lectures were delivered, and the foundation of a good library laid. About 1834, steps were taken towards the erection of a new building. The energy and perseverance displayed in this effort were worthy of all commendation. Much of the success was due to the untiring labours of Mr. J. Radcliffe, the then secretary, whom no difficulties could daunt, and whom no rebuffs could turn from the tenor of his way. He had made up his mind that a large building worthy of the institution and the town should be erected, and he ultimately succeeded in carrying it out.

New building.

The land in Mount Street was purchased from the old Municipal Corporation — on contract, without the remotest idea of paying for it, and by public appeals and adroit management it was ultimately obtained as a free gift. The first stone of the new building was laid by Lord Brougham on July 20, 1835, on which occasion he delivered one of his noblest harangues, which will be found in his collected works. When nearly approaching completion the building was unfortunately destroyed by fire; but it speedily arose from its ashes, and was opened on September 15, 1837, by Mr. Thomas Wyse, M.P. for Waterford.

First stone laid.

Opening.

The front of the building and the portico were designed by Mr. A. H. Holme, and have a bold and massive effect. Additions have been made from time to time to the building, which now covers a large area.

Progress.

As a Mechanics' Institution proper it cannot be said to have met with the success anticipated by its founders. The hard-handed are not always the hard-headed. It requires an amount of self-denial and effort far above the average for a youth at the close of a hard day's labour, with his physical energies exhausted, to raise himself to the study of mathematics, chemistry, or the art of design. Had the directors confined themselves to this department, the original object of the institution, the result must have been a failure; but, surveying the educational wants

of the town, they wisely struck out for themselves a new path of usefulness. Without neglecting the Mechanics' Institution proper, they established day-schools, higher and lower, offering the best education on the lowest possible terms. To these has since been superadded what is called the Queen's College, for continuing the educational course beyond the limits defined in the schools, and affording the means of qualifying for degrees in the London University. When affairs took this turn it was rightly thought that the name of the Mechanics' Institution pure and simple was no longer the appropriate designation, and the name was accordingly changed to that of the "Liverpool Institute."

Change of name.

The education given here being entirely secular, the extension of the original "platform" stimulated the members of the Established Church to the formation of an educational institution which should combine religious instruction with its course. Hence arose the Collegiate Institute, now the Liverpool College, to which I shall have hereafter to refer.

High School.

In Hope Place, running westward from Hope Street, stands the Hebrew Synagogue of the New Congregation, erected in 1860 from the designs of Mr. T. Wylie, in a neat oriental style. In 1863 the roof was taken off and a dome constructed by Mr. J. A. Picton.

Proceeding along Hope Street, we arrive at the corner of St. James's Cemetery, where several objects attract our attention. We will take them in order. First we see a row of stately houses within an enclosure, with a heavy colonnade running in front of them, facing Hope Street. This is Gambier Terrace, called after the celebrated admiral of that name. When this district was laid out for building, between 1830 and 1835, a great demand existed for first-class houses, which met for a time with a corresponding supply. Gambier Terrace was then projected, and the land along the east side of Hope Street was laid under restrictions to continue the elevation according to the original design. Then came the commercial crisis of 1837, after which years elapsed before a demand again arose. In the meantime a change had taken place. "Seest thou not," quoth Borachio, "what a deformed thief this fashion is? how giddily he turns about?" The style of 1832 did not suit the demand of 1839. The railways had begun to carry away far beyond the smoke the possible denizens of Gambier Terrace. The gloomy effect of the heavy colonnade was distasteful. Possibly the *vis-*

Gambier Terrace.

CHAP. X.

à-vis of the cemetery was not agreeable. During many years the land to the south of the terrace remained unoccupied, but about 1871 the builders plucked up heart of grace, and the line was completed in a style somewhat less ambitious but neat and suitable.

Canning Street quarter.

Ascending Canning Street, we enter the best-built and most respectable quarter of what may be called intramural Liverpool. The district between Falkner Street and Parliament Street was the last portion of Mosslake Fields laid out for building, and was completed between 1835 and 1855, with spacious avenues and high-class houses. Nearly the whole of the land belongs to the corporate estate, and is let on building leases for seventy-five years.

Church of the Apostles.

The first public building which meets the eye is the Church of the Holy Apostles, at the corner of Catherine Street. The Holy Apostolic Church, or, as they are more profanely styled, the Irvingites, present a very curious psychological study. Originally established, as was announced, on the primitive apostolic model, they soon outran the grand simplicity of their founder, Edward Irving, and degenerated into mediævalism and ritualism, at least in outward appearance. The present building was commenced in 1840, when the eastern portion was erected. It so remained incomplete for many years, when the western portion and steeple were added, on a scale much reduced from the original design. The proportions of the building are too small for the style of the eastern portion. Flying buttresses, which look as if a man could carry them away on his shoulder, do not add dignity to the design. The western portion is much less ambitious, though more commonplace. Internally the church is highly finished, with neat screen-work and handsome roof.

Scotch Free Church.

At the next corner—Bedford Street—stands the Church, in connection with the Presbyterian Church in England. This was erected in 1846, by a portion of the congregation of Oldham Street, which seceded at the time of the disruption, along with Mr. Welsh, their minister. It is a neat building, in a plain mediæval style, with tower and spire at the south front.

Falkner Square.

A hundred yards farther up Canning Street we arrive at Falkner Square, the last of the squares laid out in Liverpool. The houses are commodious, though not distinguished by any special architectural taste. For the most part they are only two storeys in height, which imparts to the general aspect a somewhat undignified effect. The square takes its name from the family of

Falkner, who purchased from the Corporation on lease a large tract of land in Mosslake Fields, on a portion of which Falkner Square was erected. Falkner Street and Falkner Terrace, Parliament Street, also commemorate the name.

St. Saviour's Church.

Not many yards from the south-east corner of Falkner Square stands St. Saviour's Church, Huskisson Street. This is a large, plain building, covered with compo, with a square tower at the west end, breaking into an octagon above. The whole building is designed in what may be called the conventicular style.

St. Bride's

Returning westward along Huskisson Street, we pass the Church of St. Bride. The name of the patron saint calls up visions of Wren's beautiful steeple in Fleet Street, with its graceful gradation of forms in the ascending scale. Let no such expectations be cherished, for be it known our St. Bride's, despairing of successful rivalry, does not boast a steeple at all. It was erected in 1830, from the design of Mr. Samuel Rowland. Viewed simply as a public room for an assembly the design is very creditable; but there is nothing in the exterior to mark it out as an ecclesiastical structure. It consists of an oblong cella, with a neat prostyle Ionic portico, without a campanile or other distinguishing feature. The Rev. J. Haldane Stewart, a well-known and highly esteemed clergyman, of the Low Church or Evangelical school, was for many years the incumbent.

St. James's Cemetery.

Site.

Quarry.

Returning down Canning Street we arrive again at the corner of Gambier Terrace, and see before us the large area comprising St. James's Cemetery and the Mount Gardens. This was originally the crest of one of the sandstone ridges which form the background of the curved slope on which Liverpool is built. Here the Kuyper or Yellow Rock coming to the surface, a quarry of building stone had existed from time immemorial, or at all events from the early part of the eighteenth century, out of which the stone for the Town-hall, St. Thomas's, St. Paul's, and St. John's churches, and other public buildings of the time had been extracted. Hence the name "Quarry Hill," by which it was long designated. The excavation in process of time became very extensive, and was approached opposite the top of Duke Street by a tunnel in the rock, which still exists, forming the entrance to the cemetery. Almost immediately over this tunnel, occupying the position of the cemetery chapel, on an elevated escarpment, stood an ancient windmill. Near by, on a site forming part of Upper Duke

CHAP. X.

Bowling-green.

Street, in front of Sandon Terrace, stood a tolerably large house of entertainment, with a bowling-green at the back, and another windmill immediately in front. The earth and rubbish thrown out of the quarry formed large unsightly heaps, particularly on the western or lower side. So matters stood in the year 1767. The winter of that year set in remarkably severe. The price of bread was high, and the sufferings of the poor were great. The mayor, Mr. Thomas Johnson (not *Sir* Thomas Johnson, who had been gathered to his fathers long before), animated by a benevolent desire to mitigate their sufferings by affording em-

The Mount formed.

ployment, moved the council to undertake the task of levelling and forming into order the amorphous heaps of rubbish encumbering the brow of the Quarry Hill. This was accordingly undertaken at the expense of the Corporation, with the same purpose and success as was adopted with the Lancashire operatives during the cotton famine nearly a century later. A terrace was formed along the extent of the line, with a green slope in front; the summit was levelled, and partially formed into a pleasure-ground and plantation, afterwards extended and improved. A portion of the land was let on leases for building the row of houses still existing. In one portion of the garden an artificial mound was thrown up at a point commanding the finest view. At the south end, near the corner of Parliament Street, another windmill remained standing until about 1800.

Commanding view.

At the time of its construction this terrace and garden must have been a delightful place of resort. The situation is most commanding. Before the valley below was covered with chimney shafts, vomiting forth the dense volumes of smoke which hang over it like a sable pall, and even still, early on a Sunday morning in summer, the view is extensive and beautiful. The spires, and towers, and domes in the town itself, shooting up above the common level of the lower buildings, the expanse of the Mersey, the estuary of the Dee, Birkenhead in its youthful vigour, Bidston Hill with its mill and lighthouse, the ocean in its majesty of calm or storm, and the distant range of the Welsh mountains terminating the perspective, combine to form a panorama, to which it would not be easy to find a parallel.

Mount Sion.

It was originally called Mount Sion, and is so named in Perry's map of 1769; but after the erection of St. James's Church, in 1774, it took the name of St. James's Walk, and the road below that of St. James's Road. The change of name arose in this way. One of the houses on the Mount had been converted

into a tavern, with a garden attached, and was much resorted to. The incongruity of the association of Mount Sion with the site of a public-house formed the subject of the following *jeu d'esprit*, by a wit of the day, said to have been a clergyman : Mount Sion.

> The mayor and council in a dreamy fit,
> To slight the Scriptures, and to show their wit,
> The name of Sion, sacred seat of Heaven,
> To this unhallowed common walk have given.
> Fond of impiety, behold, a shrine
> They've dedicated to the god of wine ;
> And to excite our admiration more,
> See "bottled beer" recorded on the door,
> But thou who answerest the poor man's prayer,
> Protect the innocent and guard the fair,
> And if thou canst forgive—forgive the mayor.

Though the name of "Sion" is now forgotten, the terms "The Mount" and "Mount Gardens" are still in common use as applied to the locality.

About 1825 the quarry had become exhausted, and remained a mere rough, neglected excavation of about ten acres extent. Schemes had been propounded for its conversion into a public garden or place of recreation, belonging, as it did, to the Corporation ; but soon after the opening of the Necropolis, in February 1825, a scheme was brought out for its appropriation as a cemetery in connection with the Established Church. A company was formed and shares issued, the Corporation giving the land, and advancing the sum of £9000, and the ground was laid out much as at present. As a commercial speculation it has proved very unfortunate, but as a picturesque development of the natural features of the locality it deserves every praise. Formation of cemetery.

About a year and a half after the cemetery was opened, it received, amidst the sincere regret of the whole community, the mortal remains of the Right Hon. William Huskisson, M.P. for the borough, who met with his death, as is well known, by an accident, at the opening of the Liverpool and Manchester Railway, September 15, 1830. He lies interred in the centre of the cemetery, and over his remains a small circular temple has been erected, enclosing a marble statue of the deceased by John Gibson, R.A. Huskisson interred. Monument.

The mortuary chapel is a neat specimen of a prostyle Greek Doric temple in antis. It is situated on a bold escarpment of Chapel.

CHAP. X.

rock formerly occupied by a windmill. This and the other buildings were designed by the late Mr. John Foster. The interior contains several good monuments.

The eastern side of the cemetery presents a nearly perpendicular face, pierced with several tiers of catacombs, or tombs hewn in the wall, with arched entrances, approached by inclined planes from below.

Chalybeate spring.

Within the cemetery, near the base of the wall just mentioned, a chalybeate spring issues from the rock. It was celebrated in the middle of the last century for its curative properties, and is still frequently resorted to.

The following lines are inscribed on the rock whence the spring issues:

Christian reader view in me,
An emblem of true charity,
Who freely what I have bestow,
Though neither heard nor seen to flow,
And I have full returns from Heaven,
For every cup of water given.

Charles Wye Williams.

I cannot quit the neighbourhood of St. James's Walk without devoting a few lines to the memory of a man who during a long life contributed much to the progress of commerce and the advancement of science. At a secluded house, called "The Nook," hidden from sight at the north-east angle of "The Mount," and enclosed within its own court and garden, long lived Charles Wye Williams, C.E. His father was the secretary of the Bank of Ireland, and he was born in Dublin in 1779. He commenced life as a barrister; but he early abandoned the legal profession, his tastes and capabilities lying in an entirely different direction. His first engineering operation was the erection of a linen mill in Ireland, in which he introduced some new processes of manufacture. In the year 1819, Mr. John Oldham, engineer to the Bank of Ireland, having invented a patent feathering paddle for steam-vessels, consulted Mr. Williams as to the best means of bringing it into notice. Mr. A. Manby, C.E., was also consulted about the machinery, and the result was the construction of the "Aaron Manby" steamboat, with oscillating cylinders and feathering paddles. Its success as a seagoing vessel was so satisfactory that it led to the formation of a company for steam navigation between England and Ireland. This was established under an old Act of the Irish Parliament, with a capital of £50,000, under the

City of Dublin Company.

firm of Charles Wye Williams and Co. The growth of the concern was so rapid that a large company was soon formed, called the "City of Dublin Steam Packet Company," Mr. Williams being the manager, and continuing to serve in that capacity until a few years before his death, when age and infirmity compelled him to retire. The success of the company was owing in a great measure to Mr. Williams's energy and organising power. Charles Wye Williams.

He next turned his attention to steam communication with America, and in 1837, under his advice, the City of Dublin Company built the "Royal William," and purchased from Sir John Tobin the "Great Liverpool," both of which vessels made several voyages to New York. The result, however, was unfortunate. In the then state of steam machinery long sea voyages could not be attempted with profit, and the project was abandoned. Nothing daunted by this failure, Mr. Williams and his coadjutor, Mr. Francis Carleton, applied themselves to the carrying out of a scheme for steam navigation to the East, for which purpose the Peninsular and Oriental Company was formed. The success of this undertaking, which has been most brilliant, shows the value of sagacity and perseverance. There can be no doubt that the efforts of Messrs. Williams and Carleton in establishing this company led first to the construction of the Suez Railway, and afterwards to the formation of the Suez Canal, by which the whole course of commerce with the East and Australia has been revolutionised, and the distance practically diminished more than one-half. Steam to America. Peninsular and Oriental Company.

Mr. Williams's next experiments were directed to the economy of fuel in the generation of heat and steam, in which he was indefatigable for many years. In 1856 he received the gold medal of the Society of Arts by the hands of the Prince Consort, the president, for an essay, "On the prevention of Smoke;" and in the exhibition of steam-boilers at Newcastle he was awarded the prize of £500, which he presented to a popular institution. Steam boilers.

In his laboratory at "The Nook" he continued in his retirement the studies and experiments of his earlier years; and after retaining to the last his faculties unimpaired, he died, full of years and honours, on April 2, 1866, in the eighty-seventh year of his age.

St. James's Free School, St. James's Road, was erected in 1802 by Mr. Moses Benson, and endowed with the sum of £1000.

CHAPTER XI.

DUKE STREET AND ITS NEIGHBOURHOOD.

CHAP. XI.

Duke Street.

We terminated our last chapter at St. James's Walk, forming the upper extremity of the long avenue of Duke Street. We will take this street as the centre and representative of the district we are about to explore; but for convenience we will commence at the lower end. Duke Street is in many respects one of the most noteworthy of our thoroughfares. For nearly a century it was the favourite residence of the higher class of merchants. It is identified with the names of most of the families who by their enterprise and sagacity raised the port from a petty haven for coasters to a world's emporium. Scenes both tragic and comic have here occupied the stage. The local Montagues and Capulets have here had their feuds. Romances of love and hate and jealousy and spite have diversified the moral atmosphere, enacted their little drama, and passed away; and now fashion and gaiety, wealth and revelry, have departed, and left no trace but the noble mansions once redolent of life and action, now being gradually devoted to baser uses—

Residents.

> And so from hour to hour, we ripe and ripe,
> And then from hour to hour, we rot and rot,
> And thereby hangs a tale.

Origin.

A.D. 1725.

Duke Street had its origin early in the eighteenth century. In Chadwick's map of 1725 the street is shown, but not named. A map was issued a few years ago, stated to be taken from the original plan by John Eyes in 1725. In this Duke Street is shown with the name attached. The map, however, bears internal evidence of not being a faithful transcript of the original which it purports to reproduce. The name has evidently been supplied by a later hand. Hanover Street and Duke Street were called after the reigning dynasty; but in

Duke of Cumberland

1725 Hanover Street had not been named, and the only royal duke of that generation, William Augustus Duke of Cumberland, was a child four years of age not yet endowed with a title. After the rebellion of 1745 and the battle of Culloden he became a popular personage, and it is to that period we are to relegate the naming of the street.

Proceeding upwards, a range of warehouses will be noticed on the left-hand side, erected within the last few years. The site was previously occupied by a large mansion, the residence, towards the end of the century, of Mr. Richard Walker, of the firm of Watt and Walker, eminent West India Merchants, who had their counting-house in Hanover Street, hard by. He was the nephew of Richard Watt, alluded to in Chapter III., a sort of provincial Whittington, who left Liverpool a poor lad and returned possessed of fabulous wealth. His partner, the second Richard Watt, a nephew of the first, resided in Gradwell Street, just behind Duke Street, 1790-6. He was the purchaser of the Speke estate, formerly the demesne of the Norris's, which still remains in the Watt family. From about 1806 to 1833 the House in Duke Street was the depôt and show-rooms of the Herculaneum Pottery Company, of which I shall have to say more hereafter. It was subsequently occupied as a barrack for soldiers, and after several other vicissitudes was finally removed and warehouses erected in its stead.

Richard Walker.

Richard Watt.

This site, with the land adjoining, in 1769 and for some years before and after, contained the residence and timber-yard of Mr. William Rathbone. The family of the Rathbones have had a long and honourable connection with the town, no less than seven William Rathbones in direct succession having acted their part in the drama of life in this community. Until the last generation they were connected with the Society of Friends, and took their share in the testimony borne by that earnest fraternity against slavery, war, and ecclesiastical exactions, and in the penalties arising therefrom. The late William Rathbone, who was gathered to his fathers in 1868, in a goodly and honourable old age, had been a conspicuous public character for many years. In early life he was attached to the band of Reformers in Liverpool who were before their time—the Roscoes, Croppers, Curries, Rushtons, and others, most of whom, like Moses, departed without entering the promised land of political and social reform. William Rathbone was more fortunate. After braving for many years the unpopularity—in this Con-

Rathbone family.

William Rathbone.

CHAP. XI.

William Rathbone.

servative region—which attached to advanced views, he shared in the political triumphs of 1832. After the Municipel Reform Act of 1835 he became a prominent member of the town-council, and served the office of mayor in 1837-8 But the spirit of political rancour was not yet exhausted. A few years afterwards the portrait of William Rathbone, painted during his mayoralty, was offered by his friends to the council, to take its place amongst the series of chief magistrates, and—was declined. A few years more, and a great change was wrought. Mr. Rathbone had retired from political and public life. The principles for which he struggled in his early years had become accomplished facts, acknowledged by all. Political differences were forgotten, and his generosity, public spirit, earnestness, and philanthropy had come home to men's hearts. And so it came to pass that when on February 5, 1868, his remains were laid in the grave, it seemed as if the whole population turned out to do honour to his memory. A subscription was opened to provide a fitting memorial, and men of all political creeds eagerly rushed to subscribe in honour of the man whose likeness a few short years before had been refused admittance into our municipal "Walhalla." So true is the scriptural saying, "Our fathers killed the prophets, and we build their sepulchres." [1]

Pothouse Lane.

Pothouse Lane is so called from a pottery which formerly existed here. After the decline of the earthenware trade in Liverpool it was converted into a brewery, which long continued under the firm of Johnson and Co. A projecting house a few doors above Pothouse Lane was the residence of the Gildart family. Richard Gildart was mayor in 1714. Richard Gildart jun. was mayor in 1736, and represented the borough in Parliament from 1734 to 1754. James Gildart sen. was mayor in 1750. He then resided in Castle Street, but afterwards removed to Duke Street. His son, James Gildart jun., was mayor in 1786, residing in the same house.

Gildart.

Ladies' Walk.

A little higher up the street, on the north-east side, commenced the Duke Street Walk, or Ladies' Walk, consisting of an avenue of trees extending upwards as far as what is now the corner of Colquitt Street, forming a beautiful and much-frequented promenade. This was in its full beauty about the year 1769, soon after which it began to be trenched upon for

[1] The portrait so unceremoniously rejected by the town-council was subsequently unanimously accepted, and now hangs on the wall of the council chamber.

building. At first, however, the houses were not built to face Duke Street. The fronts were set to Wolstenholme Square, then considered the more fashionable locality, the gardens behind extending back to the Duke Street Walk. Within the last few years a solitary remnant or two of the trees forming the avenue were still remaining, enclosed within the curtilage of the houses in question, but they have all now disappeared.

York Street. York Street, leading south-west from Duke Street, was originally called Great George Street, and changed its name about the time of the elevation of Prince Edward Augustus, brother of George III., to the title of Duke of York. At the corner house resided Mr. Peter Ellames, attorney-at-law, well known in his day, uncle of Mr. Pattison Ellames, who purchased the Allerton Hall estate from the representatives of the Hardman family. On the opposite side of York Street, in a large old-fashioned building, corner of Lydia Ann Street, Mr. Thomas Leyland opened his banking-house in 1806, after the separation from Roscoe and Co. He continued here until 1815, when the bank was removed to King Street. Mr. Henry Rawlinson, who represented the borough in Parliament from 1780 to 1784, also resided in York Street. Mr. Leyland resided in Duke Street, at No. 100, between York Street and Suffolk Street, from about 1790 to 1804, when he purchased the estate of Walton Hall and removed there.

Peter Ellames.

Thomas Leyland.

Henry Rawlinson.

At the corner of Duke Street and Slater Street stands a neat-looking stone-fronted building, originally the Union Newsroom. This was erected in 1800, and was so called in commemoration of the Union with Ireland consummated in that year. The history of the institution exhibits in a striking point of view the changes which have taken place in the habits of the mercantile community during little more than half a century. At the present day, when the population of the town is sixfold its number in 1800, the idea of erecting a place of mercantile resort so far distant from the centre of business as the middle of Duke Street would be thought absurd. The tendency of the present day is to concentrate as much as possible all mercantile operations within a limited area round the Exchange. The hours of business are shorter and more hurried. The newspapers must be close at hand. The local daily paper is skimmed over in a few minutes, and even the *Times* is in its main features anticipated by the telegram. The town is a sphere to do business in, to make money or—to lose it; but that done, the omnibus, the

Business hours.

Conduct of business.

CHAP. XI.

steamboat, the railway, whirl off their thousands to purer air and brighter skies, until the dawn of another day recalls the busy crowds to another struggle in the battle of life. Far different was the case at the commencement of the century. The merchant or broker lived in the town and was of it. If the head of the firm resided in Bold Street, his office was in Wood Street immediately behind. If in Duke Street, his counting-house and warehouse would be in Parr Street or Henry Street. At the time of its erection the Union Newsroom stood in the centre of the aristocratic region of trade. The London morning papers arrived early the following morning, and the evening papers the following evening, thus suiting the *habitués* in their way to and from town, and especially the select circle inhabiting the region of Duke Street. The proximate cause of the erection was a disagreement respecting the selection of the plans submitted for the Lyceum in Bold Street, which led to the secession of the dissidents, and the establishment of a separate institution. The building was designed by Mr. John Foster. The interior was well proportioned and handsome. After enjoying a prosperous career for many years it began to decay with the change of the times, until at last it dwindled down into the resort of a few ancient *quidnuncs* who dwelt with affectionate remembrance on the days of its departed glory. The upper room was used for a variety of public purposes. At different periods it was occupied as the Academy of Art and Exhibition of pictures. For some years it was the home of the Mechanics' Institution, until the erection of the present building in Mount Street. In 1852 it was sold to the Corporation and occupied by the Free Public Library and Museum, then recently established. In 1862, on the opening of the new Library, the building was again disposed of and used for private purposes.

London papers.

Union Newsroom.

Mrs. Hemans.

A few doors below the Newsroom in a modest-looking dwelling, formerly numbered 32, was born Felicia Dorothea Browne, afterwards well known to fame as Mrs. Hemans.

B. P. Wagner.

Her grandfather, Mr. Benedict Paul Wagner, though bearing a German name and of a German Lutheran family, was an Italian by birth, and was for many years consul to the Venetian Republic. He belonged to the firm of Fahrer and Wagner, a German house established in Liverpool in 1753. After Mr. Fahrer's retirement from business, the firm became Wagner and Busch, Mr. Wagner residing at No. 9 Wolstenholme Square,[1] with an office behind

[1] Two unmarried daughters of Mr. Wagner, Elizabeth and Ann, con-

fronting Duke Street. Mr. George Browne of Cork came to Liverpool about the time of the Irish Volunteering demonstration, and took up his residence in Duke Street a few doors above Mr. Wagner's office. This led to an acquaintance which resulted in the marriage of Mr. Browne to Miss (Felicia Dorothea) Wagner. According to the memoir prefixed to her works, the poetess was born on September 25, 1793, but according to the "Memorials," by Mr. H. F. Chorley, it was in the following year. In 1793, Mr. Browne, who had carried on an extensive business in Liverpool, stopped payment, bringing down many others in his fall. He afterwards retired to Canada, where he died.

George Browne.

In the year 1800, the family removed from Liverpool to Denbighshire. At fifteen years of age, Felicia Browne issued from the local press a volume of juvenile poems which gave promise of future eminence.[1] Her future history is well known, and it is unnecessary here to refer to it. In after life she returned for a time to the neighbourhood and resided in Wavertree from 1828 to 1830. In 1835 she departed this life in Dublin in the forty-second year of her age.

Poems.

The poetry of Mrs. Hemans, the genuine outpouring of a feeling and affectionate heart, at one time enjoyed a high degree of public favour. It is possible that the tide may have ebbed too far in the opposite direction. It would be absurd to place her writings in the same rank with those of Wordsworth, Shelley, or Tennyson, but their purity of sentiment, intensity of feeling, harmonious versification and elevation of thought, will, it is probable, secure for them at least a distinguished position in the second rank of our English poesy. Amongst the daughters of

Mrs. Hemans's works.

tinued to reside in Wolstenholme Square until their death. The last survivor, Miss Ann, died in 1852, having lived in the same house about seventy-five years.

[1] The title is as follows: "Poems by Felicia Dorothea Browne, Liverpool; printed by G. F. Harris for T. Cadell and W. Davies, Strand, London, 1808." 4to. Pp. 111.

The printing is beautifully executed, with wood engravings in the frontispiece and in vignettes.

A short advertisement prefixed states that "the following pieces are the genuine productions of a young lady, written between the ages of eight and thirteen years. . . . . .

"They owe their publication to the kind and condescending favour of the Right Honourable Viscountess Kirkwall."

A list is given of more than 1000 subscribers. Few young poets have made their *début* under more favourable auspices.

CHAP. XI.

Liverpool, few have left them a nobler character or brighter memories than Felicia Hemans.

At No. 153, at that time a boarding-house kept by a Mrs. Mary Blodgett, resided for some time in the years 1856-7, Nathaniel Hawthorne, author of the *Scarlet Letter*, etc., to whom reference has been made in Chapter IV.

John Sparling.

At the second house below York Street, on the south-west side, resided Mr. John Sparling, high sheriff of the county in 1785 and mayor in 1790. He subsequently became the purchaser of the St. Domingo Estate, Everton, where he erected the magnificent classical mansion, now St. Edward's (R.C.) College.

Sir Joseph Birch.

A little higher up the street, at a handsome double fronted mansion, resided towards the end of the last century, Mr., afterwards Sir Joseph Birch, Bart. He was an eminent merchant in the West India trade. He took a prominent part in politics on the Whig side, and represented Nottingham in Parliament for some time. About 1803 he purchased from the Cases the estate of the Red Hazles near Prescot, where the family have since resided. His son, Sir Thomas Bernard Birch, represented Liverpool in Parliament from 1847 to 1852.

Sir William Barton.

The same house was subsequently occupied by Sir William Barton, Knight, mayor in 1815-16. He was a fine, bluff, old fellow, who had derived his money and his manners from the West Indies, which led occasionally to jokes at his expense.

John Bridge Aspinall.

A little above Suffolk Street lived Mr. John Bridge Aspinall, mayor in 1803, the father of the late Rev. James Aspinall. Nearly opposite, at the corner of Slater Street, resided Mr. John Gregson, banker and receiver-general of the land-tax, who filled the office of mayor in 1784.

John Bellingham.

A few doors above, on the same side of the street, one of the houses is memorable for having been the residence of the unfortunate John Bellingham, who was executed for the murder of the Prime Minister Spencer Percival in the lobby of the House of Commons on May 11, 1812. The circumstances have been often related, and have already been referred to. The man was a monomaniac, who had rambled about the world and met with misfortunes, arising principally from his own misconduct, which soured his mind, and impelled him to seek out a victim on whom to take vengeance for his fancied injuries. The Draconian legislation of that day dared not show mercy even to a madman who had been guilty of the death of a high functionary of State. The poor man's wife and family were much respected

in Liverpool and lived many years subsequently under an assumed name.

Mounting still higher up the slope, we come to a double-fronted mansion formerly No. 84, on the south-west side, for many years the residence of Colonel John Bolton, a man deservedly of mark and note in his day. He was a native of Ulverstone, and was educated at the charity school of that place. At an early age he went out to the West Indies, and in the course of time accumulated considerable wealth. About 1789 he settled at Liverpool in the house in question.[1] He was a man of a generous and liberal spirit, unsparing of his means in any cause which he thought worthy. He was an unswerving supporter of the Pitt Administration and of their successors. In 1803 he embodied and equipped at his own expense, and commanded, a regiment of volunteers 600 strong. He was the intimate friend of George Canning during the whole of his career. During the elections from 1812 to 1820, the electors were usually addressed from the balcony of Colonel Bolton's house. It is said that his services to the Government were such, that King George IV., when Regent, offered him any title he might choose to ask, but having no issue to succeed him, he declined the proffered honour. At his country-seat of Storrs, beautifully situated on the banks of Windermere Lake, he dispensed a princely hospitality, especially delighting to entertain the celebrities of the day. In 1804 he was elected on the Common Council of the borough, but declined to serve owing to the painful circumstances of the unfortunate duel with Major Brooks already related in Chapter VI.

John Bolton.

At 118 Duke Street lived for some years Mr. Henry Wilckens, a native of Bremen, settled in Liverpool as a merchant connected with the salt-trade about 1767.

Henry Wilckens.

During a residence of more than fifty years he was active in every literary undertaking, and connected with most of the institutions of the town. Though somewhat eccentric in his habits, he was much respected, and had a large circle of acquaintance. He died in 1821.

At the corner of Duke Street and Kent Street, there formerly stood a noble mansion, erected in 1768 by Mr. Richard Kent,

Richard Kent.

[1] Mr. Aspinall, in his *Liverpool a Few Years Since*, states that this house was built by one of the Lake Family. This is probably a mistake, as in 1790 Thomas Lake and Charles William Lake occupied distinct houses a few doors below Mr. Bolton's house.

CHAP. XI.

Richard Kent.

merchant. At the time of its erection and for many years subsequently, it had extensive gardens and grounds attached, reaching back to Pitt Street and including the site of St. Michael's Church. Mr. Kent was the representative, by female descent and inheritance, of the ancient family of the Lancelyns of Poulton Lancelyn, Cheshire, and of their successors, the Greens; his father, Randle Kent of Knutsford, having married Catherine, the last heiress of the race. Richard Kent died in 1790, and was interred in St. Thomas's Church. One of his daughters married Lord Henry Murray, son of the Duke of Athol; another was married to John Blackburne, Esq. His only surviving son, Joseph, succeeded to the Poulton Lancelyn estates, and in 1793 by royal licence assumed the name and arms of Green. Mrs. Elizabeth Kent continued to reside in Duke Street to nearly the end of the century. The house in Duke Street next passed into possession of the Bensons. Moses Benson was born in Lancashire in 1738, and early in life went out to the West Indies, where he amassed a handsome fortune. On his return to England, he purchased an estate at Lutwyche in Shropshire, but settled in Liverpool, having bought the house in Duke Street. The counting-house was in Kent Street adjacent, where, in conjunction with his two sons, he carried on an extensive business under the firm of Moses Benson and Sons. After his return to England with ample means, he wished to assume a coat of arms, and applied to the Herald's Office to make him a grant suitable to his circumstances and history. The grant was made as follows: Argent, a ship in full sail, Union ensign flying, all proper; and, on a chief wavy azure a dexter hand holding a sword erect argent, hilt or, bearing the scales of Justice, between two pine-apples erect of the second, leaved vert. Crest: upon a wreath argent and azure, a chestnut charger saddled and caparisoned. Those who are enthusiasts in the noble science of heraldry will perceive the allusions to his mercantile profession, his West Indian relations, his functions as justice of the peace and colonel of light horse. The motto "Leges arma tenent, sanctas commercia leges." Moses Benson died in 1806, and lies interred in St. James's churchyard. In the church there is a marble group to his memory, with the inscription "Contemplate a good man's life, and look for his reward."

Moses Benson.

Benson family.

Ralph Benson, the eldest son of Moses, was born in Jamaica in 1773 and educated at Manchester Grammar School. At an

early age he entered the army and commanded a company of the 85th regiment during the expedition to Walcheren in 1809. He soon afterwards retired from the army and resided at the family estate of Lutwyche near Wenlock. In 1812 he was returned to Parliament for Stafford, beating Richard Brinsley Sheridan. In 1826 he was again returned, beating John—afterwards Lord—Campbell. He continued in Parliament down to the passing of the Reform Bill in 1832 when he withdrew to his country seat, where he died October 23, 1845. He retained his house in Duke Street down to 1816.

After passing through different hands, the lands round the house were gradually sold off for building purposes, the house was closed, and, after remaining empty and dilapidated for many years, was at length cleared away.

The large house immediately above was built about 1820-5. It was inhabited for some years by Mr. Cyrus Morrall. At the time of its erection the aristocratic bloom of the locality had begun to fade. The house was too large and grandiose for the neighbourhood. After being empty for some time, it was sold about 1850 to the Corporation, and converted into the sanitary offices of the Health Committee. On part of the land at the corner of Grenville Street and Cornwallis Street, a handsome range of public baths and wash-houses has been erected. Subsequently a grant of a further portion was made for the erection of workshops for the outdoor blind. On the completion of the municipal offices in Dale Street in 1868, the building in Duke Street was abandoned, and subsequently sold to the Gas Company, who have erected on the land adjoining handsome offices.

Cyrus Morrall.

Public baths.

Gas offices.

In taking our leave of this goodly range of old-fashioned mansions, one or two things strike us as worthy of note. The first is the fact that nearly the whole of the occupants were connected with the West India trade, which was—'not to put too fine a point upon it'—simply the slave trade. This commerce, as it appeared to the eyes of the good people of Liverpool, was an extremely innocent and a very profitable occupation. The sugar, and molasses, and rum, with a few spices and fruit, which constituted the bulk of the returns, had nothing at all of a repulsive character in their aspect, and the hardware, clothing, and provisions which were exported were equally harmless. The man-stealing process, the burning of villages, the trains of manacled fugitives, the horrors of the barracoon, and of the middle passage, never obtruded themselves into the thoughts of

General character.

CHAP. XI.

General character.

the polite circles of Duke Street. Wealth increased, vast fortunes were made in a few years, and the town prospered. What more could be required? The Roscoes, Rathbones, Rushtons, Croppers, who rang the tocsin of alarm, and denounced the unrighteousness of the traffic, were looked upon as troublesome, meddling praters, who wished to undermine our glorious constitution in Church and State, and to destroy the trade of the port. Hence there grew up insensibly in the prevailing tone of thought and feeling in the town, a strong sentiment of Conservatism and dread of change, which has clung to us to the present day, and is likely to remain the characteristic of Liverpool political doctrine. When the channel has once been dug the waters continue to flow, though the denuding force may have been withdrawn.

Liverpool society.

Apart from this West India and African question, there was much in the Liverpool society of fifty to a hundred years ago worthy of commendation. Living in the town, near neighbours to each other, intercourse was free and unrestrained; conviviality was no doubt indulged in to a much greater extent than would be consistent with modern ideas; but generosity and liberality were almost unbounded, and charitable institutions were established with no niggard hand for almost every form of human misery.

Another illustration of the great change in the times is the fact that almost every merchant had his counting-house at his back door. Henry Street was lined with offices belonging to the merchants who resided in the houses in front. Colonel Bolton had his warehouse in Henry Street, behind his house, as was the case with many others. The hours of business were much longer. Attending 'Change was a much more solemn and important undertaking than at present; being, in fact, the great event of each day. The hours were strictly regulated, and the *habitués* unrelentingly rung off at the appointed time. In fact, the world of business moved more slowly, and, there is reason to believe, gathered up more in its diurnal revolutions than it has recently been able to do.

St. Mark's Church.

A little above Berry Street, on the north-east side of Duke Street, stands St. Mark's Church, erected in 1803. It is a large plain brick building with no architectural pretensions. Plain as it is, it cost the large sum of £18,000. Originally there was a tower at the west end, which on account of real or supposed danger was taken down about 1830. At the opening services of this church, a crowded congregation being present, the acci-

dental overturning of a bench spread such a panic through the assembled multitude that a general stampede took place. Many were trampled down in the crowd, and received serious injuries. The church was not consecrated until 1815.

Reverend Richard Blacow.

The first incumbent was the Rev. Richard Blacow, A.M., who also held the incumbency of the West Derby parochial chapel. He retained the two livings for more than forty years, dying about 1847. He was in many respects a singular man. Eloquent in the pulpit, he attracted at one period very large congregations. He was very decided in his opinions, and not always very scrupulous in the expression of them. This propensity led him on more than one occasion into trouble. At one time he was prosecuted for a libel on a member of his congregation, and sentenced to six months' imprisonment. During the trial of Queen Caroline, in 1820, Mr. Blacow, who was what Dr. Johnson calls 'a good hater,' took a very decided part against the unfortunate queen. I have referred in a former part of this work to the criminal prosecution instituted against him, in which he was found guilty and sentenced to six months' imprisonment and a fine of £100. He was not the man quietly to submit to inflictions of this kind. On both occasions he rushed into print, and published his own statements and defence, written in a style of bitterness, which is now happily all but extinct.[1] In the latter of these publications, Mr. Brougham, Sir Francis Burdett, Alderman Wood, and the Whigs and Radicals generally, are abused in language of a vigour and force which are not often met with outside the walls of Billingsgate.

Having completed our survey of Duke Street, let us now glance at the lateral streets on the north-east side.

Wolstenholme family.

Square.

Gradwell Street and Wolstenholme Square were originally laid out for first-class residences. The land belonged to the Wolstenholme family, after whom both the street and square were first named. When or why the name of Wolstenholme Street was altered to Gradwell Street, I have not been able to ascertain. This square displayed the first attempt at an enclosed garden, though this was not done until many years after the square was formed. The quaint oval enclosure, with its shrubs and verdure, presented a little oasis in the midst of the desert

[1] "A statement of the circumstances of the Prosecution of the King *v.* Blacow for a libel: Liverpool, 1813."

"The Defence of the Rev. R. Blacow, A.M., on a Criminal Information for a Libel against the Queen: London, 1822."

CHAP. XI.

of warehouses and workshops, and it was to be regretted that public convenience required its removal. The houses on the south-west side had gardens behind abutting upon the Ladies' Walk in Duke Street. By the time this square had been half completed, fashion began to change. Duke Street presented more attractions. The demands of commerce required smaller houses, and drew up from Hanover Street applicants for manufactories and cooperages, which occupied the vacant spaces, and left the square a half-completed fossilised remnant of the olden time. Several of the houses have been since pulled down,

Parr Street.

and warehouses erected on the site. Parr Street was checked in its growth in a similar way. The gardens belonging to the houses in Duke Street, abutting on Parr Street, have become gradually covered with dense masses of cottages and courts, with warehouses on the opposite side.

Seel Street.

Seel Street takes its name from Thomas Seel, Esq., whose mansion in Hanover Street was subsequently occupied as the Branch Bank of England. Attached to this house was a large and beautifully-laid-out garden and pleasure-ground, behind which was a field extending up Seel Street, beyond the Catholic Chapel. This remained undisturbed until about 1790, when Seel Street was cut through and the land laid out for building. The building plots were filled up by very slow degrees, much of the land having remained to a recent period occupied by timber

St. Peter's Roman Catholic Church.

yards and open spaces. St. Peter's Catholic Chapel was erected in 1792, long before the revival of the mediæval style applied to such structures. It is a plain unpretending edifice without any special character.

Jews' Synagogue.

A little above Colquitt Street, on the north-west side of Seel Street, stood one of the Jewish Synagogues, erected in 1807 from the designs of Mr. Thomas Harrison, of Chester. The front, consisting of four attached Ionic columns supporting an entablature and pediment, was neat, but much injured in its effect by the meanness of the flanks, which consisted simply of plain rough brickwork. In 1874 the congregation removed to a new building in Prince's Road.

Fleet Street.

Fleet Street was laid out about the middle of last century. In 1769 it contained two large breweries, Mr. Unsworth's and Mr. Crosbie's. The remainder of the street was principally gardens with summer-houses attached. It has since become available for manufactories, and occupations requiring a considerable area of land at a moderate cost.

CHAP. XI.

Wood Street is of more ancient date, being shown as a rural lane in the maps of 1785. It has always remained subordinate to Bold Street, forming the back entrance to the shops fronting thereto. Wood Street.

About the middle of the last century Mr. John Colquitt was collector of customs for the port. He resided in Hanover Street, and was possessed of lands adjoining Mr. Seel's, already alluded to, and extending in a south-easterly direction across the present Colquitt Street as far as Berry Street. Slater Street was cut through about 1790, Colquitt Street about 1800. The houses in this street are commodious and respectable, and long kept up their aristocratic prestige. A large pool of water formerly existed, extending along the south-east side of Colquitt Street from Seel Street to Wood Street. The premises now occupied as the Royal Institution were erected by Mr. Thomas Parr about 1799. They offer one of the best examples extant of the establishment of a first-class Liverpool merchant of the period.[1] In 1817 the destiny of this building was changed. Colquitt Street.

I have described in the historical portion the steps taken in 1813 for the establishment of an institution "to promote the increase and diffusion of literature, science, and the arts." A considerable time elapsed before the project was carried out, but eventually the building now before us was purchased, enlarged, and altered to suit its new purposes. The institution was opened on November 25, 1817, when an address was delivered by Mr. Roscoe, "On the origin and vicissitudes of literature, science, and art, and their influence on the present state of society." This discourse was afterwards published. Royal Institution.

The school buildings on the opposite side are commodious. The front to Seel Street has a Greek Doric portico. The picture gallery contains a very interesting historical collection, along with a number of diploma pictures of the members of the Liverpool Academy of Art. There is also a fine memorial statue of Roscoe, by Sir Francis Chantrey. The artist has entered upon his subject *con amore*, and has done full justice to the subject; but the contracted space of the small apartment in which it is displayed prevents its beauty from being appreciated. There are few lovers of art who are at all aware that such a fine work is in existence. Schools. Picture Gallery. Roscoe's Statue.

We will now proceed to Berry Street. In 1769 this was a narrow rural road, with a rope-walk running along one side. A Berry Street.

[1] *Vide supra*, p. 142.

CHAP. XI.

little to the north of Knight Street there was a large quadrangle, enclosed with a range of buildings called Mr. Matthew Stronge's Pitch House. Matthew Stronge was mayor in 1768, having his residence in Paradise Street. He was also Corporation treasurer. These premises were subsequently purchased by the Corporation Waterworks Company established in 1800, and constituted their head-quarters. Deep wells were sunk and steam-power applied, which produced a large supply of water for many years. Other pumping stations, however, were found more productive, and about 1830 the property in Berry Street was sold and the site converted into shops and dwellings.

Water-works.

Before 1785 the street was formed, but down to the beginning of the present century very few buildings had been erected to the front. It was at first called Colquitt Street, from Mr. John Colquitt, the town-clerk, who resided in Wood Street, and who owned the land between Wood Street and Seel Street; but when the present Colquitt Street was formed the name was transferred, and the original Colquitt Street altered to Berry Street, so called from Mr. Henry Berry, who resided at the corner of Duke Street and Berry Street.

About 1798 a range of buildings of a somewhat imposing appearance was erected on the west side of Berry Street, extending from Wood Street to Fleet Street. They were built by Mr. John Walmsley, marble mason. The wings were faced with pediments and pilasters, and the centre set back, with an open quadrangle, in which the business was carried on. After the death of the proprietor, about 1812, the buildings were altered and shops erected to the front. The quadrangle and workshops were converted into the coach-factory of Mr. George Bennion (afterwards Messrs. Bennion and Healey). Some few remains of the original decorated structure may be traced, much mutilated, in the front to Berry Street. Mr. Walmsley was a man of considerable taste. He was the architect of the Octagon Chapel, in Paradise Street, now converted into the Coliseum, and concealed behind the buildings erected in front. His son, Sir Joshua Walmsley, for many years acted a conspicuous part in the town's affairs. He filled the office of chief magistrate in 1839-40, and was knighted on the occasion of the Queen's marriage, during his year of office. In 1841 he unsuccessfully contested the representation of the borough against Lord Sandon and Mr. Creswell. He subsequently represented Leicester in Parliament for some years. He died in 1871.

Walmsley.

Knight Street is called after the proprietor of the land in the locality, and was laid out about 1785. In the map of 1796 it is shown as built up on both sides as far as Roscoe Street. Knight Street.

The next section to which we will turn our attention is the district lying between Duke Street and Park Lane, to a small portion of which I have already slightly adverted. Western district.

After the opening of the Old Dock, in 1721, the town began rapidly to extend southward. In Chadwick's map of 1725 the only buildings shown south of Hanover Street are the lower part of Mersey Street as far as Liver Street, and one side of Park Lane nearly to the same extent. Within the succeeding forty years a southern district had been created, almost as large as the previously existing town. The names of the streets indicate the circumstances of the times. Park Lane was the old road leading to the royal park of Toxteth. Argyle Street commemorates the great statesman John, Duke of Argyll, celebrated by Scott in *The Heart of Mid-Lothian*. Frederick Street is named after Frederick, Prince of Wales, father of George III. Cleveland Square takes its name from a family once very prominent in Liverpool. Cleveland Square was lined by respectable houses and surrounded by a row of elm-trees, some of which remained down to about fifty years ago. The area of the square has been appropriated for many years as a public market, and the houses round converted into shops and taverns. Park Lane. Cleveland Square.

There was formerly an obelisk in the centre of the square. In 1789 at an illumination on the occasion of the king's recovery, it is recorded that "the obelisk was beautifully decorated with lamps."

Near by stands St. Thomas's Church, on the east side of Park Lane, erected in the year 1750 at the cost of £5100. The original design was rather of a pleasing character, consisting of a rustic basement, supporting a range of coupled Ionic pilasters, with semicircular-headed windows between, carrying a balustraded entablature. The east end has a semicircular apse. The beauty of the structure, however, lay in the tower and spire, which were very effective in their outline, broad and massive in the substructure, with sufficient richness in the middle portion to attract the eye, which was carried upward by the converging lines of the spire, rising to the height of 240 feet. Whether this slender *flèche* was defective in construction it would be hard to say. It was, however, peculiarly unfortunate. On Tuesday, March 15, 1757, about 42 feet of the St. Thomas's Church.

CHAP. XI.

St. Thomas's Church.

upper portion was blown down, breaking through the roof and tearing down the west galleries. On being rebuilt it was reduced in height 18 feet. On July 9, 1783, the spire was struck by lightning, and considerably injured. In the year 1822 great alarm was caused by the perceptible vibratory motion which it began to assume. On a careful survey it was found that the stone, being of a yellow, porous description, had become so decayed as to render necessary the destruction of the spire, which was accordingly taken down, much to the injury of the picturesque appearance of this part of the town. The structure erected in its place is a poor abortion of a belfry, altogether unworthy of the predecessor which it has displaced.

Jewish Cemetery.

A few hundred yards above St. Thomas's Church, on the east side of Upper Frederick Street, a little north of Kent Street, there exists, at the back of the houses, an old Jewish cemetery, of course no longer used, but still containing monuments of departed worthies of the Hebrew race. It is not of very ancient date, having been constructed about 1794, when the synagogue was removed from Cumberland Street, and having continued to be used until the synagogue in Seel Street was erected, about 1807. There is nothing about it either picturesque or antique, but it illustrates in a striking manner the fugitive career and indomitable pertinacity of the chosen people of Israel.

Glass-works.

One of the first buildings erected on the south side of the Old Dock was a glass manufactory, which stood at the corner of Argyle and Hanover Streets, and was very conspicuous by its lofty cone. It is shown in the map of 1725, and fills a part of the foreground in two views of that period which are given by Herdman. I have already alluded to it in Chapter VII.

Pitt Street.

Pitt Street took its name from the great commoner, afterwards Earl of Chatham, who was beginning to attract public attention about 1740, when the street was commenced. The

Methodist Chapel.

Methodist Chapel, in Pitt Street, is the original seat of the followers of John Wesley in Liverpool. The first structure was erected in 1750, and enlarged in 1765. In 1803 the chapel was rebuilt and greatly extended.

Fawcett's Foundry.

A little distance to the eastward, covering the block surrounded by Lydia Ann, Gilbert, York, and Suffolk Streets, stands the Phœnix Foundry, the world-renowned engine-factory of Messrs. Fawcett, Preston, and Co. The history of this concern presents many points of interest. It was originally an

offshoot from the great ironworks of Coalbrookdale, and was commenced under the management of George Perry. This gentleman, born in 1719, a native of Somersetshire, was descended from an old Devonshire family, one of whose members, Micaiah Perry, was Lord Mayor of London in 1739, and represented the City in Parliament. The first stone of the mansion house was laid by him during his mayoralty, October 25, 1739. The name Micaiah indicates the Puritan proclivities which the family always maintained. George Perry was sent to college with a view to the ministry, but his inclinations led him rather in the direction of science and engineering. He was transferred to the Coalbrookdale Iron-works, then in full development under the enterprising brothers John and William Wilkinson, and Abraham Darby, whose notice he attracted by his intelligence and ability. While at Coalbrookdale he carried out some successful experiments in boring cannon from the solid. In 1758 he contributed an article to the *Gentleman's Magazine*, in which he proposed a system of "inland water conveyance from London to Gloucester, Worcester, and Bristol, and from Liverpool to Hull," which plan in its general features was afterwards carried out by others. Soon after this date the foundry in York Street was established, and the management deputed to George Perry. He married Lydia Ann, the daughter of Philip Lacroix, of an old Huguenot family, from whom Lydia Ann Street takes its name.

George Perry.

The Rathbone family appear to have had some connection with the foundry in its early development. In Williamson's *Advertiser* of July 28, 1768, we read that "On Tuesday was married, at Coalbrookdale, Mr. Joseph Rathbone, of this place, merchant, to Miss Molly Darby, daughter of the late Mr. Abraham Darby, an eminent ironmaster; and on Thursday they, accompanied by many friends, arrived at his house in Duke Street. Those who know Mr. Rathbone need not be told that with the means and power he has all the disposition to make the most delicate woman happy; and though we have not the pleasure to know Mrs. Rathbone, we conclude, from his taste and discernment, that she is a valuable acquisition to Liverpool." In 1781 Mr. Joseph Rathbone was residing in York Street, adjacent to the foundry.

Rathbone.

Mr. George Perry, during his short career in Liverpool, displayed extraordinary activity in a variety of pursuits, to which he brought a cultivated mind and extensive attainments.

George Perry.

CHAP. XI.

George Perry.

He was the promoter of every useful institution, amongst others of the Liverpool Library, then in its nascent state. He made collections for a history of Liverpool, which were worked up after his decease by his friend Dr. Enfield. The map of the town which he published in 1769, and that of the environs, attached to Enfield's History, in 1773, are models of accuracy and clearness.

In 1763 his elder brother, William, died, and was buried in the graveyard of the ancient chapel, Toxteth Park, where a cast-iron monumental slab records his name, with the inscription, "Frater mœrens posuit." George Perry died February 3, 1771, aged 52, and was interred in the same chapel, where a mural monument records his worth. In the preface to the *History of Liverpool*, Dr. Enfield regrets his premature decease, quoting the words of Pliny: "Mihi videtur acerba semper et immatura mors eorum, qui immortale aliquid parant."

I venture to insert the following short poem from the pen of Mr. Perry. It is given in the introduction to Enfield's History. The poetry is by no means despicable; but, apart from that, the foresight of the future and the vision of the coming greatness of the port are remarkable :—

THE PROPHECY OF COMMERCE.

When commerce, ranging o'er her wide domain,
Saw Leverpolia near the briny deep;
Pondering her future fate and rising fame,
She thus address'd the Naiad of the flood :—

"O Mersey! fariest of my numerous train,
Pleased, I behold, through time's perspective glass,
Thy banks adorned with Lerpool's rising towers!
A naval forest crowds her spacious docks,
And o'er th' adjacent plain her streets extend;
Borne on the surface of the swelling tide,
Vessels from every port and every clime,
Or ride in state, or cut their yielding way,
Whilst thou Merseia, from the lofty hills
Pouring thy plenteous, and propitious stream,
Shalt join the tradeful Irwell; flowing on
To meet thy sister Weaver's ample flood,
Fraught with the wealth of Cestria's fertile plains."

But O! when prosperous days, and gay success,
Invite luxurious ease, and baneful pride,

May she be warned by the disastrous fall
Of Tyrus and of Carthage, famed of old!
For thus the charter of her glory runs,
And this the tenure of her rising state:
"So long as frugal industry prevails,
And punctual honour guides her virtuous sons;
So long as innocence and modest worth
Enhance the native beauties of the fair;
So long shall Leverpolia's wealth increase,
Her stately structures, and extensive trade;
Still, in the bosom of her crowded port,
Receive the tribute of each foreign clime;
To every realm unfurl her swelling sails,
And be th' emporium of the western world."

George Perry left two sons. The elder, William, was a Member of the Royal College of Surgeons, and an eminent dentist. He built and resided at Priory House, Everton, since taken down. The younger son, George, practised as an architect. He published a work on conchology of considerable value, also several views in aquatint of the Town-hall, St. George's Church, and Castle Street after the improvements in 1786.

I have no accurate means of information, but I believe that after Perry's decease the concern was carried on by Mr. Joseph Rathbone. Before 1790 the foundry passed into the hands of Mr. William Fawcett, a nephew of Mr. Rathbone, by whom it was carried on for more than half-a-century, at first under the firm of Fawcett and Burrows, and subsequently under that of Fawcett and Prestons. Mr. Fawcett was a man of great enterprise and of skill as a mechanical engineer. Every improvement in the steam-engine and in the machinery to which it supplied power was eagerly sought out and adopted, whilst the excellence of the workmanship contributed to extend the business and reputation of the firm.

For fifty-six years Mr. Fawcett, who never married, resided on the premises in Lydia Ann Street, his windows overlooking the works, where his affections were centred, and to which his heart yearned, and from whence he was gathered to his fathers in the year 1845. The concern is still carried on under the same designation, and a more honourable one it could not have. Mr. Fawcett was an active, benevolent man. He assisted in the formation of the Mechanics' Institution, and for many years took a prominent part in its management.

CHAP. XI.

Kent Square.

Kent Square was formed about 1783. It was first named Surrey Court, and is so called in the map of 1785. Before 1796 it had assumed its present appellation, probably from its contiguity to Kent Street. Like many other similar attempts in Liverpool, it was never completed. A few good houses were built; and in course of time, the remainder of the land not being taken up, was converted into cooperages and yards.

St. Michael's Church.

We now approach what may fairly be considered one of the most showy-looking ecclesiastical buildings in Liverpool—St. Michael's Church. The site on which it stands formed part of the pleasure-grounds of Mr. Kent's house, Duke Street, which was intersected by streets about 1800. The church was commenced by the parish under an Act 54 George III. c. 3, the first stone having been laid in June 1816. After expending about £35,000 the parish enthusiasm began to abate, and the works were stopped. In 1823 an arrangement was come to with the Corporation, who at that period, being in possession of almost unlimited funds, without any responsibility, occasionally acted as the good fairy in the nursery tale. This agreement, which was sanctioned by an Act 4 George IV. c 89, made over the patronage to the Corporation, on condition of their completing the church, which was done, at a further expense of £10,267 : 10 : 6d.

Although the design cannot, perhaps, lay much claim to originality, the portico and steeple being palpably modelled, as to their general principle, on the Church of St. Martin's-in-the-Fields of the metropolis, yet the building as a whole is noble and effective. The portico, being carried round the flanks of the tower, produces considerable boldness and depth of shadow. The steeple, though characterised by the defect of nearly all classical campanili—that of the vertical lines being stopped by the horizontal ones—has its pyramidal form well preserved. The eye is not pained by any exaggeration of particular parts, giving an appearance of weakness and want of proportion to the structure. To these negative merits may be added a general propriety and agreeableness in the detail of the component parts, forming a whole of a pleasing character. The body of the church is hardly in keeping with the west front, being a plain repetition of round-headed windows, crowned by an entablature. The situation is all that could be desired for a place of worship, being a large quadrangular area, surrounded by open streets. It is much to be regretted that, with such a fine opportunity for

display, the advantage should have been thrown away by bringing the west front almost close up to the street, rendering a good front view almost impossible.

St. Michael's Church.

At the beginning of the present century the district between Kent Street and Great George Street, north and south, and between Duke Street and St. James's Street, east and west, was nearly all open ground. The names of the streets sufficiently indicate the stirring period in its history through which the nation was then passing. It was a time of glorious naval successes. The victories of the Nile, of Camperdown, of Cape St. Vincent, were fresh in memory, and we find their heroes commemorated in the streets of Cornwallis, Nelson, St. Vincent, and Duncan. The statesmen Pitt and Grenville attach their names to the cross-streets; and in the centre Great George Square perpetuates the sense of loyalty which pervaded the nation. Before the lapse of the first quarter of the present century nearly the whole district was covered with buildings. The houses in Great George Square were commenced on a high-class scale; but, as I have had more than once occasion to notice, these great expectations too often terminated in disappointment. The scale could not be maintained; and after lying idle for many years, the square had to be completed by houses of an inferior description.

Names of Streets.

Great George's Square.

The quarter of which I am now treating does not contain many public buildings of a very noteworthy character. One of the principal is Great George Street Congregational Chapel. In Chapter X. I have already related the history of Newington Chapel, and the brilliant but transient career of the celebrated Thomas Spencer. Great George Street Chapel was in the course of erection for him at the time of his decease, the foundation-stone having been laid by him in April 1811. The choice of a successor fell upon the Rev. Thomas (afterwards Dr.) Raffles, who for nearly half-a-century maintained a position of popularity as a preacher and respect as a public man which very few have enjoyed. In 1861 he resigned his charge, and on August 18, 1863, he entered into rest, and was interred at the Necropolis on the 24th. Such a funeral has rarely been witnessed in the town of Liverpool. The shops along the line of procession were closed, the bells of the churches rang muffled peals; the mayor and magistrates and principal inhabitants joined in the procession, which was lined along the route by 50,000 persons.

Congregational Chapel.

Dr. Raffles.

Dr. Raffles's son, Mr. Thomas Stamford Raffles, was appointed stipendiary magistrate for the borough in January 1860.

CHAP. XI.

First Chapel.

The original chapel on this site was opened in 1812. It was a large brick building, with some pretence to design, having a bold pediment on the front, and a low attached portico, with three interspaces of coupled Ionic columns covering the entrances. This building was destroyed by a fire, occasioned by overheating the stoves, on February 19, 1840. The new building was commenced in July of the same year from designs by Mr. Joseph Franklin, and was reopened in October 1841. The interior is spacious and commodious, giving seat room to about 2000 persons. The lecture-room model on which this chapel is constructed, with large galleries and hollow ceiling, loses somewhat of architectural effect when compared with the mediæval model affected at the present time, but in its acoustical properties and general convenience it certainly bears the palm. The exterior of the building has still less of the ecclesiastical character. It displays a classical order carried the full height, with a semicircular porch with attached columns carrying a lantern crowned with a cupola. The general effect is pleasing, but the result would have been more satisfactory if the lantern and cupola had been more elevated.

Fire.

Rebuilt.

Church of St. Vincent de Paul.

At the corner of St. James's Street and Hardy Street (formerly St. Vincent Street) stands the Roman Catholic church of St. Vincent de Paul, a handsome Gothic structure designed by Mr. E. Welby Pugin. It possesses a noble west window and an elegant belfry crowning the gable. The interior contains some fine sculpture in the altar screen and reredos. The foundation-stone of the structure was laid by Bishop Goss on April 8, 1856, and the church was opened on August 26, 1857.

Hinrichson tragedy.

In this immediate neighbourhood there occurred, in the year 1849, one of the most frightful tragedies in the history of crime. Captain John Henry Hinrichson, master of a vessel sailing out of the port, in the early part of that year came to reside at No. 29 Leveson Street (originally Grenville Street), a few doors from Great George Street. He went to sea, leaving in the house his wife, a very accomplished young lady, aged twenty-nine, two children, a boy and a girl, aged five and three years, and a maid-servant, Mary Parr. The house being larger than the family required, Mrs. Hinrichson put up a bill in the window advertising apartments to be let. On Tuesday, March 27, a young man of decent appearance applied to see the apartments, and, after being shown through them, agreed to the terms, and slept there that night. The next day, Wednesday,

CHAP. XI.

Hinrichson tragedy.

he went out in the forenoon, and according to evidence subsequently obtained, and the death-bed testimony of the maid-servant, he engaged a boy out of the street to call at the house after he had entered, and deliver a letter addressed to John Gleeson Wilson. At this time Mrs. Hinrichson had gone out to make her domestic purchases. When the letter was delivered, Wilson was in the front parlour, which looked on the street, where the maid-servant came to speak to him. He took up the fire-irons, and after some casual observation, made a sudden attack on the woman and beat in her skull, leaving her senseless. He next attacked the elder child, whom he soon despatched. The young infant made its escape into the cellar, where it was followed by the murderer, killed and thrown into the coal-cellar. He then returned up-stairs and quietly waited for the arrival of Mrs. Hinrichson, for whom he opened the front door, and as she was entering the parlour, struck her down, and continued his blows until life was extinct. He then ransacked the house, carrying off whatever plate and valuables he could lay his hands on. A very short time elapsed before a butcher's boy knocking at the door and receiving no answer, peered through the parlour window and saw three bodies weltering in their blood. He gave the alarm, the window was forced and the house entered, but the murderer had made his escape. The officers of justice were soon on his track. He was taken into custody and tried at the assizes on August 28. During his imprisonment and trial he displayed the most brutal indifference to his crime and ferocity of disposition. His whole conduct and bearing more resembled that of a demon than of a being endowed with human sympathies. He was executed at Kirkdale on September 15. The name of the street had become so notorious by the crime, that it was changed back to its original appellation of Grenville Street.

Great George Street.

Great George Street is in the line of a rural lane which led to the Royal Park of Toxteth. Before 1785 it had been laid out as a street for building, but very few erections were made until the end of the century, by which time a number of houses had been constructed on the east side. It is said that many of these houses remained empty owing to badness of trade, but that the breaking out of the rebellion in Ireland causing many respectable families to fly to England led to such a demand as speedily filled them all. Washington Street takes its name from the great American Liberator. Nile Street was laid out

CHAP. XI.

soon after the battle of the Nile; Rathbone Street was so called from the Rathbone family, who were owners of the land

Great George Street.

through which it was carried. There was formerly a fine quarry of freestone of excellent colour and quality on the east side of this street. The columns in front of the Town-hall each in one piece, and the shafts of the porticoes of the Old Exchange, were here procured.

The west side of Great George Street was not built on until some years after the east side. During the latter part of the last and the beginning of the present century, the open fields between this and St. James Street were the favourite exercising ground of the volunteers of the day. Here were celebrated the rejoicings over the victory of the Nile, which were prolonged until late in the evening, the *feux de joie* illuminating the darkness. The last display of the kind took place on the occasion of the victory at Copenhagen in 1801. Soon after that time, the erection of buildings prevented any further similar exhibitions.

St. James's Market.

In 1827 St. James's Market was erected on the east side of Great George Street, the market having previously been held in the open place adjoining.

The land behind Great George Street fronting St. James's Road remained for many years unbuilt on. The remainder of the land was not covered until between 1830 and 1840.

I will conclude this chapter with a few notices of the district west of Park Lane and St. James's Street; we will commence as before at the north end, where building was first developed.

Docks.

The old Dock was opened in 1721, and the Salthouse (then the New South) Dock in 1753. The ideas of commercial accommodation at that period seem to have been somewhat singular. Water to float the ships was provided, but the necessity for quay space was ignored, and houses were permitted round the dock sides, leaving a mere narrow avenue between

Crowded buildings.

them and the water. In this way the space between the two docks was speedily covered with a dense mass of houses, constituting Bridge Street, Bromfield Street, Darwin Street, etc. These houses, at first respectable, became in the course of time the lowest haunts of vice and profligacy in connection with the seamen frequenting the docks. In the days of the iniquitous system of the impressment of seamen, the sailors often hid themselves in the slums of this locality. Here they were

ferreted out by the ruffians who constituted the press-gang, and conflicts sometimes took place, not unfrequently terminating in bloodshed. On these occasions the seamen from the docks rushed to the aid of their comrades. Windows were smashed, doors torn from their hinges, and the wretched women who constituted the bulk of the inhabitants, whichever side came off victorious, were sure to suffer. About 1826, these dens of wretchedness and vice were swept away, and the space cleared for the dock quays. Riots.

One of the first erections on what was then the south shore, now the east side of Wapping, was the salt-work belonging to the Blackburnes of Orford Hall, near Warrington, now of Hale. Salt-works.

The name of "Salthouse" seems to have been attached to the neighbourhood from time immemorial. In an inquisition held in 1348 of the possessions of Henry, the first Duke of Lancaster, there is an entry of 68s. 6d. rent of 40 acres of land on "Saltousmore" in Liverpool.

The brine springs of Cheshire were known from the time of the Romans, but the mines of rock salt were not discovered until 1670. It is probable that these works were erected soon afterwards. They are shown in the map of 1725. The rock salt was brought down the river in barges, or "flats," as they are locally termed, converted into brine, and evaporated on the spot. At that time the works stood on the bank of the river, the barges discharging and shipping directly therefrom. When the Salthouse Dock was made this direct communication was interfered with. These works, which extended from Salthouse Lane to Campbell Street, and back from Wapping to Hurst Street, continued in operation for nearly a century, having been removed about 1798. They were then transferred to Garston on the margin of the river, where they continued down to a very recent period, having been removed to make way for the Garston Docks. The memory of them in Liverpool is perpetuated in the names of the Salthouse Dock, Salthouse Lane, and Orford Street.

In 1714 the Council granted to Mr. Thomas Steers, the engineer of the Old Dock, a lease of the land on the margin of the river between Pluckington's Point and the southern boundary to low water mark, for three lives and 21 years, at one guinea a year ground rent. In 1718 Steers sold his lease to William Marsh of Knowsley for £105. Marsh at the same time purchased other lands, now the site of the Duke's Dock. When he

CHAP. XI.

began to enclose the land, he found the works very expensive, whereupon he again applied to the Council, who in 1721 granted a modification of his lease, that on the decease of each life he might nominate another within three months, on payment of £5. Marsh never took up his lease or enclosed the land. In 1753, after the completion of the Salthouse Dock, this land—about 20 acres—began to be laid out for shipbuilding yards, and soon became a busy centre of industry.

Shipbuilding.

During the twenty-three years between 1758 and 1781, many noble ships for the Royal Navy were constructed in these establishments. The first was the frigate "Venus," launched from a yard on the west side of Barter Street in 1758. The "Kent," East Indiaman, of 1100 tons—an enormous size in those days for a merchant vessel—was built by Mr. Peter Baker (afterwards Baker and Dawson) in 1773. From the same yard were launched, in 1778, the "Penelope," 28 guns; in 1780, the "Adamant," of 50 guns; in 1781, the "Assistance," 50 guns; and the "Ariel," 16 guns. In Mr. John Fisher's yard, Cornhill, were constructed, in 1777, the "Harpy," 20 guns; in 1779, the Ulysses," 44 guns; in 1780, the "Hyæna," of 24 guns, and the "Alligator," of 16; in 1781, the "Racehorse," of 16; in 1782, the "Grampus," of 58. Messrs. Rogers and Smallshaw built, in 1780, the "Nemesis," of 28 guns. Mr. Samuel Fearon built, in 1781, the "Ceres," of 36 guns. Mr. John Sutton built, in 1781, the "Success," 32 guns.

Many of these noble vessels, true "Hearts of Oak," did good service in the glorious naval contests of the latter part of the last century. The construction of the King's Dock caused the temporary removal of several of these building establishments, for which space was subsequently provided on the west side of the Queen's Dock. The yards in Cornhill, west side of the Salthouse Dock, continued in active operation until the construction of the Albert Dock (opened in 1846).

Improvements.

Under the authority of an Act of Parliament, obtained in 1859, for Dock Improvements, a large mass of streets and buildings east of the Salthouse Dock and Wapping, extending from the Custom-house to the Wapping Railway Station, was swept away, and the present line of Wapping was formed. Of the docks themselves I have already spoken.

Wapping district.

In 1769, the land to the west of Park Lane, as far south as Mason Street, had become pretty well covered with buildings,

Wapping district.

though a good deal of open land in gardens still existed behind the houses. A windmill stood near the corner of Campbell Street and Wapping, and a glass-manufactory had recently been built between Campbell and Garden Streets. A tavern and bowling-green stood south of Garden Street, beyond which southwards were fields and gardens. Soon after the middle of the century several ropewalks were established, extending from Park Lane to the road along the beach (now Wapping). Some of these continued down to a very recent period.

The names of the streets may be identified with the leading men of the time, who "fretted and strutted their little hour" on the stage of Liverpool life. Pownall Street took its name from Mr. William Pownall, merchant, mayor in 1767, who resided at the corner of Liver and Pownall Streets. Shaw's Alley commemorates Alderman Thomas Shaw, mayor in 1747. Grayson Street took its name from an enterprising shipbuilder of the day, whose descendants have continued in the same honourable occupation to the present time. Campbell Street owes its designation to Mr. George Campbell, sugar baker, mayor in 1763.

St. James's Street.

After the erection of St. James's Church, in 1774, the prolongation of Park Lane took the name of St. James's Street, but continued to be very sparsely built on down to the end of the century. As the docks extended southward, streets and buildings followed "*pari passu*." Sparling Street was laid out about 1780, and took its name from John Sparling, mayor in 1770, who resided in Paradise Street, and afterwards in Duke Street. Crosbie Street is the site of the ropery of Messrs. Crosbies and Siddalls. James Crosbie filled the office of mayor in 1763, John Crosbie in 1765, William Crosbie in 1776, and William Crosbie jun. in 1779. The adjoining land belonged to the Blundells, an old and influential family in Liverpool, who are commemorated in the name of the street. Many of them have filled the civic chair during the course of the eighteenth century. Jonathan Blundell was senior bailiff in 1764. Henry Blundell —who afterwards took the additional name of Hollinshead— was mayor in 1791, and again in 1793. Bridgewater Street points to the completion of the Duke of Bridgewater's great commercial enterprise connecting Liverpool with Manchester by the canal from Runcorn.

Sparling.

Crosbie.

Blundell.

On the west side of Wapping, near the bottom of Sparling Street, an establishment for smelting copper ore, was erected in

CHAP. XI.

1767 by Charles Roe and Co. In 1771 these works were removed to the bank of the river in Toxteth Park, on the site afterwards occupied by the Herculaneum Pottery, and since by the Herculaneum Docks.

Schools.

In Jordan Street, large schools were erected, and for many years maintained by the Wesleyan Methodists, who here opened the first infant school in Liverpool. The buildings were subsequently sold to the Roman Catholics, and afterwards taken down and removed to another site, to make way for a new street in continuation of Grafton Street.

Whale fishery.

Greenland Street calls up a reminiscence of a trade which made vigorous efforts to establish itself in Liverpool, but was never completely successful. In the year 1775 there was launched from the yard of Mr. Richard Kent, on the south shore, the good ship "William," intended for the Greenland Whale Fishery. She was built of good sound English oak, and after contending with the storms and breasting the ice of the Arctic regions for more than fifty years, she was finally brought to her moorings at the north-east corner of the King's Dock, where she served in another honourable capacity for a further period of five and twenty years as a seamen's chapel, until, her timbers being scarcely able to hang together, full of years and honours she succumbed to fate.

Baffin Street.

Baffin Street also took its name from the same trade, in remembrance of Baffin's Bay. In both of the streets just mentioned there were depôts for the whale oil procured from the fisheries.

Tobacco warehouses, old.

Soon after the construction of the King's Dock, about 1790, a large building was erected at the north-east corner of the quay, extending from thence to the old line of Wapping, for bonded tobacco warehouses. The Virginia tobacco trade was one of the earliest and most diligently cultivated of the rising branches of Liverpool commerce. The correspondence of Sir Thomas Johnson, the Norrisses, and others, in the early part of the last century, is redolent of tobacco, of the fluctuations of the trade, and alas! for poor human nature, of the devices resorted to, to make things pleasant with the revenue officers and to escape payment of duty. The old tobacco warehouses having become

New.

too small for the requirements of the trade, new warehouses were erected, about 1812, on the west side of the King's Dock, occupying an area of three acres, one rood, and twenty-five perches, or 16,486 square yards. The old warehouses were

appropriated for general merchandise, and under the Act of 1859 were swept away to make room for the Wapping Dock.

Timber trade.

Another branch of commerce—the timber trade—found a local habitation with the extension of the town southwards. Before the construction of the Old and Salthouse Docks, whatever timber was brought by water was landed on the open beach.

After the Salthouse Dock was built, the land gained on the west side was appropriated principally for shipbuilding; but Messrs. Rathbone had a large yard there for the storage of timber, which long continued in the family. Farther south the edge of the river was lined with timber-yards, as far as what is now the north end of the Queen's Dock. Two small open basins or inlets, surrounded by quays, allowed small vessels to come alongside. One of these belonged to the premises of Messrs. Blackburne and Mr. R. Kent; the other to Messrs. Whitaker, and to a copper company which had extensive premises in Wapping. This was the state of things in 1769. In 1785 this had altogether changed. The King's and Queen's Docks were in course of construction, and the timber-yards were swept away. In 1796 the land on the east side of the Queen's Dock began to be appropriated for the purposes of the timber trade, where it enjoyed a long and prosperous career until the construction of the Canada Dock in 1859, when the bulk of the trade was removed to the extreme north end.

Removal.

In 1803, the whole district as far as Parliament Street, and beyond, was covered with streets, and to a great extent with houses. The bane of Liverpool, the erection of narrow unwholesome court-houses was here suffered to a most pernicious extent. Various changes have taken place and much of the property has been removed for commercial purposes and public improvements, but the original vice still clings to the locality, rendering almost abortive the adoption of effectual sanitary measures.

Railway Station.

The Railway Station, now extending from Wapping to Park Lane along Crosbie Street, was established after the tunnel was constructed in 1831. From its modest commencement it has gradually enlarged its borders to its present gigantic dimensions. The site was originally the ropery of Messrs. Siddall, Greetham, and Co.

We have now completed our survey of the south-eastern district of the old borough to its boundary in Parliament Street, which we will not at present overstep, but may return to in future.

CHAPTER XII.

FROM LONDON ROAD NORTHWARD.

CHAP. XII.

HAVING completed our survey of the southern portion of the old borough, we will return northward and commence our present inquiry at the east end of Dale Street. Here formerly flowed the brook which formed the Pool, spanned by the Town's-end bridge, which led to a steep road ascending the heath, and so to the open country.

Bridge.

The lands on the north side of Shaw's Brow (now William Brown Street) were anciently called the Gallow Field, probably from some execution having taken place there. They are so called in the map of 1650. They were in immediate connection with the "Great Heath," to which the Corporation laid claim from time immemorial.

Gallow Field.

There is extant a deed, dated 12th August, 3d Elizabeth (1560), by which certain lands were conveyed to Thomas Secum (mayor in 1562). These are described as "lying at the east end of the Gallow Field eastward to a close called the Gorsey Hey in length, and in breadth from the lands of Richard Starkey, Esq., unto the heath and a long ditch called the common ditch on the south, and so eastward to the south corner of the Gorsey Hey."

The conveyance is from Gilbert Hughson, son of Hugh Davidson, in perpetuity; but as the land had originally been granted by the Corporation, and a ground-rent of 6s. 8d. was payable, the mayor (Ralph Sekerston) and the brethren and commonalty are parties to the deed.

Down to the end of the seventeenth century no attempt at building had been made beyond the stream, but the early part of the eighteenth century witnessed the establishment, principally in this locality, of a branch of industry, which flourished with signal success for the greater part of a century, and then died out as rapidly as it had sprung into existence. I allude

to the manufacture of earthenware, which at one period might have been considered as the staple of Liverpool, and bade fair to hold its own in competition with its ultimately more successful rivals in Staffordshire. Potteries.

The name of Shaw's Brow was derived from the Shaw family, who had extensive potteries in the street. James Shaw (bailiff in 1723) came from Newton-in-the-Willows, and in connection with his brothers went into the building trade. They were contractors for the erection of St. George's Church (1726). They made bricks out of the excavations for the Old Dock, and built in King Street and the neighbourhood. Shaw's Alley takes its name from them.[1]

Early in the eighteenth century, Samuel Shaw established a pot-work on the brow of the hill. Shaw's Pottery.

Down to the alterations under the Improvement Act of 1855 there were remains of old pottery ovens and other buildings on both sides of the street, but the main settlements were on the north side. Shaw's concern was subsequently removed to Dale Street, where Thomas Shaw, the son of Samuel, occupied a large house, still standing, corner of Fontenoy Street, the pottery being behind. He filled the office of bailiff in 1738, and that of mayor in 1747. Several specimens of Shaw's manufacture are preserved in the Mayer collection, in the Public Museum; amongst others a large *plaque*, 2 feet 8 inches by 1 foot 8 inches, containing a curious view of Great Crosby and the sea coast; mugs with the dates of 1722 and 1756, and a noble punchbowl, 17½ inches in diameter, presented in 1753 to Captain Metcalf, of the ship "Golden Lion," by his employers, on the completion of her second successful voyage in the Greenland Whale Fishery. It is painted in blue, with a representation of the ship inside the bowl. The "Golden Lion" was originally a French sloop-of-war, and was captured in 1749 by a Liverpool privateer, and subsequently converted into a whaling vessel, the first in the trade from Liverpool. A special berth was allotted to her in the Old Dock, with her name attached.

After the Shaw family had led the way, others embarked in

[1] William, the son of James, when a young man, paid a visit to London, and, calling on a female relative, he was asked to take tea, a beverage not at that time common in Liverpool. When it was poured out and handed to him, he took it as a liqueur, and wishing to be polite, exclaimed in his Lancashire vernacular, "Cozin, yore good health, an' aw meh cozins' good health a whoam."

CHAP. XII.

Pot-works.

the same branch of industry, which flourished to such an extent that the brow became covered with pot-works and workmen's cottages, amongst which stood forth here and there the more stately residences of the proprietors. In the year 1790, at a time when the trade had somewhat declined, there were in Shaw's Brow seventy-four houses, occupied by 374 persons, the whole of whom were connected with the potteries.

Richard Chaffers.

Several of the Liverpool potters acquired honourable distinction in their art, none more so than Richard Chaffers, who, having served his apprenticeship to Alderman Thomas Shaw, commenced business on his own account near the bottom of Shaw's Brow, about 1752. It may be mentioned that the early Liverpool earthenware was of the Dutch type of Delft pottery, with a coarse body and thick white or blue glaze. The improvements made by Wedgwood about the middle of the last century stimulated Mr. Chaffers to turn his attention to the production of china.

Mr. Mayer[1] gives a very interesting account of the adventures of Mr. Chaffers in his search after the soapstone, or kaolin, in Cornwall, one main ingredient in the manufacture. Suffice it to say that he was successful in his efforts, and entered with renewed earnestness upon the great work of his life. His career was suddenly brought to a close by his early decease, which left Wedgwood without a rival.

Pot-works.

The new manufacture developed rapidly. The following list of the pot-works existing in 1766 will give some idea of the extent of the trade. There were in Shaw's Brow, Richard Chaffers and Co., John Dunbibin, John Roscoe, Robert Tyrer, John Williams, Charles Woods and Co.; Dale Street, Alderman Thomas Shaw; Haymarket, James Cotter and Co; Harrington Street, Sadler and Green, Frederick Fisher; Lord Street, Philip Christian; Pothouse Lane, Duke Street, George Drinkwater and Co.; Park Lane, Richard Thwaites, R. Willcock and Co.

Pennington's.

Not long after this date the family of Pennington embarked in the trade. Seth Pennington had a large work in Shaw's Brow, and distinguished himself by the manufacture of punch-

[1] "On Liverpool Pottery," by Jos. Mayer, F.S.A. an article originally contributed to the *Transactions of the Historic Society*, and afterwards issued separately.

To this paper I am indebted for much of the information given above. The reader may also consult Marryat's *History of Pottery and Porcelain*, and the separate *Lives of Josiah Wedgwood*, by Miss Meteyard and Mr. Llewellyn Jowett.

bowls and excellent imitations of Oriental ware. John Pennington had his pottery on the north side of Islington, a little above St. Anne Street. James Pennington established himself in Copperas Hill. Zechariah Barnes succeeded Messrs. Cotter and Co. in the works in the Haymarket about 1780; and dying in 1820, survived to see the destruction of every pot-work in Liverpool.

Zechariah Barnes.

The manufactory of Barnes was converted into the cudbear works of Messrs. Holmes and Sons, carried on successfully for many years. Subsequently the premises, greatly extended, became the site of the Albion Foundry of Messrs. Henry Pooley and Son, still continued.

Specimens of the ware from most of these manufactories are to be found in the Mayer collection. Of Chaffers's porcelain there is a handsome punch-bowl, in the Chinese style; another with the portrait of a ship, with the legend, "Success to the Molly, Capt. Bibby," about 1770. From Mr. Philip Christian's works there is a punch-bowl of the date of about 1780, with the inscription, "Presented by the Merchants of St. Petersburg to Capt. Jos. Gibson, of the "Esther," of Workington, Cumberland."

Philip Christian.

I have already, in Chapter VI., made some reference to John Sadler and his invention of the art of printing on pottery. In the Mayer collection many fine early specimens of Sadler and Green's work's will be found. Zechariah Barnes, mentioned above, possessed a speciality in the manufacture of painted tiles for fireplaces, in which he was unrivalled for the excellence of the body and glaze, and for the squareness and truth of their form.[1]

John Sadler.

After flourishing for a considerable number of years, towards the close of the century the potteries began to decline, and early in the present century, with one exception they had entirely disappeared. That exception was the Herculaneum Pottery, Toxteth Park, to which I shall have occasion hereafter to refer. The reasons for this decline are not difficult to seek. The growing prosperity of Liverpool developed itself in a different direction, and the enterprise which might otherwise have found occupation in this manufacture found more attraction and scope in foreign commerce. Add to this the energetic action and inventive faculties of the Staffordshire potters, led on by the

Decline.

[1] Specimens of these tiles, originally sold for a few pence, now are eagerly bought by collectors at 20s. to 30s. each.

CHAP. XII.

genius of Josiah Wedgwood, which carried forward British ceramic art to the proud position it has eventually attained, and we need feel no surprise that a manufacture which at one time presented so fair a prospect declined and came to nought even more rapidly than it had risen.

Shaw's Brow.

The old pot-works in Shaw's Brow became gradually appropriated to other manufactories, such as soap-works, grinding-mills, a large coach-factory, wheelwrights' and builders' yards, etc. The original brow had been exceedingly steep. The crest of the hill was at different times lowered, leaving the houses standing on a bank raised considerably above the roadway. This street being the main access to the town from the eastward, the steepness was found a great inconvenience to the coaching traffic, which in the first quarter of the present century had acquired great importance. In the year 1821 the present Manchester Street was opened from Dale Street to St. John's Lane, thus avoiding the steep ascent by a more circuitous route. Shaw's Brow then remained comparatively deserted until the completion of St. George's Hall rendered further improvements necessary.

Improvements.

Under an Act passed in 1855 the property on both sides was purchased and taken down, the crest of the hill still farther lowered, and the alignment of the street removed farther to the south, so as to skirt the margin of St. John's Churchyard. The open land thus gained was availed of for a very useful purpose.

Library and Museum.

Early in 1850 the scheme of establishing a Free Public Library was brought before the town-council by Mr. J. A. Picton, and, after some inquiry, was adopted. The first location of the Library was in Duke Street, in the *ci-devant* Union Newsroom, which was opened on October 18, 1852. The success of the institution was so great as to lead to a proposal for the erection of a larger and more central building, which was still further required for the reception of the Museum of Natural History belonging to the thirteenth Earl of Derby, who died in 1851, and bequeathed his collections to the town.

A large piece of land was appropriated for the site, and competition plans were advertised for. This led, as frequently happens, to considerable difference of opinion and difficulty in carrying out the scheme. At this juncture, Mr. (afterwards Sir William) Brown, nobly stepped forward, and undertook to defray the expense of the building, the Corporation providing the land. This was gratefully accepted, and the present building was erected from the designs of Mr. John Weightman, at that time

architect and surveyor to the Corporation. On April 15, 1856, the first stone was laid by Mr. Brown with great *éclat*, in the presence of the Bishop of Chester and many other distinguished guests. This was followed by a grand banquet at St. George's Hall, Mr. Alderman Holme presiding in the absence of the mayor (Mr. F. Shand). The new building was opened on October 18, 1860, with even greater rejoicings than at the previous celebration. One very interesting feature in the proceedings was the presence of the venerable Lord Brougham, who had just completed his eightieth year, but who entered into the spirit of the scene with a vigour and eloquence worthy of his best days.

Library and Museum. First stone laid. Opened.

The building is spacious and handsome, and admirably adapted for the purposes of the institution. Its position and aspect are all that could be desired. Standing on a commanding eminence facing the south, with a large open unobstructed area in front, the view of the town from the portico is singularly striking. The contiguous locality is the finest in Liverpool, architecturally speaking. St. George's Hall, the Free Library, the commanding façade of the Railway Hotel, the Alexandra Theatre, the Wellington Column, the equestrian statues of the Queen and the Prince Consort, form an artistic group which we might travel far to see surpassed. Soon after the opening of the building, the name of the street was changed, by a vote of the Council, from Shaw's Brow to William Brown Street.

Esplanade.

When the Improvement Act of 1855 was under consideration, a strong desire was felt in many quarters for a high level bridge to be thrown over Byrom Street, connecting William Brown Street with Dale Street on the plan which has been so successfully carried out in the Holborn viaduct in the metropolis. The alarm of the shopkeepers and those interested in property, which it was fancied would be injuriously affected, succeeded in thwarting the project. In the erection of the new library on the side of a steep slope, a broad platform in front became a necessity. This being laid out as a paved street, and terminating abruptly at the west end with a retaining wall, it presents all the appearance of an unfinished viaduct waiting to carry the line over the valley of Byrom Street and the Haymarket.

High Level Bridge.

In addition to Sir William Brown and the Earl of Derby, another munificent donor arose in the person of Mr. Joseph Mayer, F.S.A., who in 1867 made a free gift to the town of his

Mayer collection.

CHAP. XII.

valuable and in some respects unique collection of historical art treasures, which occupy a department of their own, under the name of the "Mayer Collection."

Walker Gallery.

A further contribution was made in 1873 by the then mayor, Mr. A. B. Walker (as already related in the historical notices), of a building for an Art Gallery, and it has since been in contemplation to complete the range by a new reading-room in the vacant space between, thus forming a group of buildings devoted to literature and art, surpassed by few in the kingdom.

Heath.

The triangular area opposite the north end of St. George's Hall demands a passing notice. It was originally part of the heath, and remained in its primitive state down to the latter end of the last century. In a fine plate by Burdett of the Old Infirmary, given in Enfield's *History of Liverpool* (1774), it is shown as a rough foreground, with an antique wooden windmill in the centre. This mill was removed about 1780, and the ground levelled and paved. It then became the scene of the

Folly Fair.

annual festivity called Folly Fair. The origin of this merry-making was something as follows:—A short distance up what is now called Islington, but then simply the road to West Derby, very near the site of the present Christian Street, a house of entertainment and strawberry or tea-garden was kept about the middle of the last century by Mr. Gibson, who was also the lessee and manager of the Theatre Royal. Here he erected a square tower, eight storeys in height,[1] most probably for a look out or Belvedere, the situation commanding an extensive view. Here, as in many other parts of England, any erection of a peculiar character is attributed to the "folly" of the builder, and designated by the name. The structure in question thus acquired

Gibson's Folly.

the appellation of "Gibson's Folly," by which name it was commonly known. The road which led up to the establishment was called Folly Lane, by which name it is designated in the

Easter.

maps of 1785 and 1796. Easter has always been a season of peculiar festivity in Lancashire. Pasche eggs, Morris dances, and hot cross buns have lingered here with greater perseverance than in most other parts of the country. In South Lancashire, and in the district of Cheshire and the other Mercian counties, the

Lifting.

custom of "Lifting" was practised until a comparatively recent period. Within the memory of many persons now living, it was impossible for a female to pass through any of the lower

[1] A view of this will be found in Herdman's *Ancient Liverpool*, vol. i. pl. 37.

streets of Liverpool on Easter Monday without being laid hold of by a set of good-natured ruffians, who asked for "*backsheesh*," and if it was not granted, she was taken by the head and heels and heaved up three times into the air. On Easter Tuesday, the females retaliated, and many a "grave and reverend signior" has had to run for it; to pay toll, or to be seized by a posse of stalwart women, who were not over particular in handling him. Lifting.

Mr. Chambers, in his *Book of Days*, relates the following anecdote in illustration: "A grave clergyman who happened to be passing through a town in Lancashire on an Easter Tuesday, and having to stay an hour or two at an inn, was astonished by three or four lusty women rushing into his room, exclaiming they had come 'to lift him.' 'To lift me!' repeated the amazed divine, 'what can you mean?' 'Whoy, your reverence, we're come to lift you, 'cause it's Easter Tuesday,' 'Lift me because it's Easter Tuesday? I don't understand. Is there any such custom here?' 'Yes, to be sure, why, don't you know? all us women was lifted yesterday; and us lifts the men in turn to-day. And in course it's our reights and duties to lift 'em.' After a little parley, the reverend traveller compromised with his fair visitors for half-a-crown, and thus escaped the dreaded compliment."[1]

For the indulgence of these sports and the usual concomitants of an English festivity, a sort of fair grew up on Easter Monday and Tuesday about the Folly Gardens. After the Folly was removed about 1780, the "Folly Fair" was held on the open area in question, year by year acquiring increased dimensions with the growth of population. Temporary theatres, merry-go-rounds, swinging-boats, and the usual stalls, occupied the open area. From the windows of the public-houses in the neighbourhood banners waved, whilst within "the sounds of revelry were heard by night." In the course of time "Folly Fair" became a saturnalia of the lowest roughs in the town. Drunkenness, debauchery, and fighting, prevailed to a frightful extent. In the then imperfect state of police arrangements the authorities were almost powerless to put down the nuisance. Proclamations and notices prohibiting the assembly were annually published and as often disregarded. In 1818 the area was enclosed by brick walls and iron gates, with rows of small shops round the interior, and opened as "Islington Market." Folly Fair was then transplanted to the open fields on the north side Folly Fair. Discontinued.

[1] *Vide supra*, vol. i. p. 256.

CHAP. XII.

Lament.

of London Road, now occupied by Stafford Street, etc., but it never took kindly to its new location, and in a year or two it died of inanition.

The following *Lament* was published in one of the newspapers about the time of the discontinuance of "Folly Fair":—

A LAMENT FOR FOLLY FAIR.

Breathers of harmony, who oft of yore
Vouchsafed your aid alike to joy and grief,
O deign t' assist my sad and mournful lay;
To touch the flinty and unfeeling hearts
Of those whose harsh imperious edicts
Have doomed thy woeful fall, O Folly Fair!
O let each gentle nymph, who at the approach
Of soft-eyed spring has loved to wander there,
And sport her gay attire 'midst fragrant groves
Of oranges, raise her melodious voice
In sweet but sighing cadence—let the swain
In whose fond bosom must for ever dwell
The dear remembrance of the blissful hours
Which he experienced, when upon his arm
The smiling fair one pressed with welcome weight,
Much wondering at the things she saw and heard—
Let him essay to raise a dolorous stave
Of grief and desolation. Ye who dwell
By the wayside in habitations frail,
But furnished well with toys, and fruit and cakes,
Uplift your voices, not as you were wont,
Shrilly and sharp, but wailingly and low,
And, if you can let fall a pearly tear,
So much the better. Princes and Potentates,
Who hold your courts in moving palaces,
Strip off your glittering robes, your awful hands
Unsceptre, for your glory is laid low.
Thou, Merry Andrew, show forth thy distress
In horrible grimaces, kick thy heels
Aloft in air, in token that thy power
Is vanished; ye double-headed calves,
With bellowing loud, proclaim your mighty woe.
Ye dancing bears join all your deep-toned voices,
Till the loud strain reverberate around.
Ye, by whose touch the notes of melody
Are oft awakened, ye whose magic powers

Lament.

Have oft sustained throughout the midnight hour
Th' unwearied dancer, strike the deepest tones
To some most wild and lamentable lay,
For soon your harmony shall be laid low;
Your sticks hang idly on the dusty wall,
While silence spreads her shadowy wing around.

Islington Market was not a success. It was too near St. John's, and was not approved by either buyers or sellers. It was closed for some years, and at the time of the improvements of 1856 it was cleared away altogether.

Progress northward.

Down to the year 1785 scarcely any buildings existed north of the pot-works in Shaw's Brow and east of Byrom Street; but during the eleven years from 1785 to 1796 a prodigious advance was made, and the greater part of the area between Shaw's Brow and Richmond Row, from north to south, and from Byrom Street to St. Anne Street, from east to west, was covered with buildings.

Christian Street.

Christian Street was so called from Mr. Philip Christian, originally a potter in Lord Street, who purchased Gibson's Folly and grounds, pulled down the tower, and erected for himself a handsome mansion at the corner of the present Christian Street, some time about 1780. The garden was pleasantly laid out, and decorated with statuary. Here he continued to reside until his decease, about 1808.

Islington Terrace. Circus.

The fine row of houses called Islington Terrace was erected between 1784 and 1796. The Olympic Circus, Adelphi Theatre, or Queen's Theatre, as it has since been called, was built in 1795. Jacob Astley, of equestrian fame, had been accustomed to visit Liverpool and to give performances in the Theatre, Williamson Square. For some unexplained reason he received notice to quit, and in July 1795 issued proposals in the newspapers for the erection of an amphitheatre for music, dancing, equestrian exercises, etc., which he proposed to carry out "by subscription by way of tontine, viz., one hundred subscribers at fifty pounds each, to have a free admission ticket, on the same plan as the Theatre. The building to be held in trust by six of the subscribers by way of security." This appeal was responded to, and the building was erected within six months.

Circus Street.

Circus Street of course takes its name from the building opposite which it debouches. Gerard Street was so called from Dr. James Gerard, a leading physician of the town, a prominent

CHAP. XII.

member of the Council, who filled the office of chief magistrate in 1808, and who possessed lands in the immediate neighbourhood. Hunter Street received its appellation from Mr. Rowland Hunter, a retired tradesman and tax-collector, from Cable Street, who built and resided in a house at the corner of Byrom Street. Thurlow Street indicates the popularity of Lord Chancellor Thurlow at the period of its construction. Mill Lane and Mill Place, now almost entirely obliterated, mark the site of two lofty windmills, which, from their elevated position, were for a long period conspicuous objects in the view. They were both burned down at different periods between 1840 and 1850, and not again erected.

Circus Street.

Windmills.

Byrom Street.

Byrom Street was originally a narrow lane running along the side of the brook as far as Richmond Row, where it turned up the hill towards Everton. The street took its name from George Byrom, a pavier and builder, who had his yard nearly opposite Hunter Street. In the Directory of 1781 he is described as "the town's pavier."

St. Stephen's Church.

Near the bottom of William Brown Street, fronting Byrom Street, formerly stood the quaint-looking little Church of St. Stephen. It was erected in 1722, as a Baptist Chapel, being the first and for a long time the only place of worship of the denomination in Liverpool. The original source of the Baptist churches in this part of the country was a small chapel at Hill Cliffe, a wooded height near Warrington. About A.D. 1700 Baptist services were commenced at the house of Dr. Daniel Fabius, who lived at the corner of Brunswick Road and Everton Road. After the cause had increased, the building in Byrom Street was erected. In 1772 the Rev. Samuel Medley became the pastor of this church. He was in every way an original character. He had been in early life a midshipman and master's mate in the Royal Navy, and was severely wounded whilst serving on board the "Intrepid," 74, in the action off Cape Lagos, in 1759. He afterwards taught a school, and at length entered the ministry amongst the Baptists in 1766. In 1772 he entered upon his pastoral duties in Liverpool, and soon became exceedingly popular. He bestowed great attention on the seamen frequenting the port; and from having been one of themselves, was able to find the way to their hearts by those touches of nature which "make the whole world kin." In 1773 the chapel was enlarged; but from the popularity of the pastor, a still further expansion became necessary, and a much larger and more

Samuel Medley.

CHAP. XII.

commodious building was erected a few hundred yards to the north, at the bottom of Gerard Street, which was opened in 1789. The old chapel was soon after sold for a church connected with the Establishment, and consecrated in 1792. The projected widening of Byrom Street led to the purchase of the old church and the erection of a new building in substitution in the same street, a little distance to the northward, in 1871. New Chapel.

The new Byrom Street Chapel continued for many years the chief seat of the Baptist denomination in Liverpool; but in 1836 a rupture took place, soon after the appointment of the Rev. C. M. Birrell to the pastorate. The church had up to this period adopted what is called the close communion principle, which restricts the administration of the Lord's Supper to those who have been baptised by immersion on a profession of faith. An attempt to throw open the communion was defeated, and the dissidents withdrew, and after a time erected the handsome building at the junction of Crown and West Derby Streets, of which Mr. Birrell was long the incumbent. The Byrom Street Chapel continued to be occupied with greatly decreased numbers. About 1850 it was purchased by the London and North-Western Railway, in consequence of the Victoria Tunnel having to be constructed underneath. After the tunnel was completed it was purchased by Mr. John Johnson, in the hands of whose representatives it still continues, and is used for benevolent and religious purposes. Rupture. Secession.

Not very far distant, up the brow of the hill, on the north side of Hunter Street, stands the Friends' or Quakers' Meeting-house, within a spacious area. I have, in Chapter V., referred to the original settlement of the Quakers in Hackin's Hey, about 1709. About 1796 the present building in Hunter Street was erected, in the neat, plain style so much affected by the society, and continues to be occupied for public worship. The land around was intended for a cemetery, and was so employed until the passing of the Act prohibiting intramural interments. About 1856 a new cemetery was prepared and opened in Smithdown Lane, with a meeting-house attached, contiguous to the public cemetery of Toxteth Park. Friends' Meeting-house.

A little higher up Hunter Street, on the opposite side, stands Christ Church. Though built of common grey brick, with little or no decoration, the design is pleasing, and possesses considerable merit, especially considering the period of its erection, and the style then prevalent. It was built in 1797, by Mr. John Christ Church.

CHAP. XII.

Houghton, of whom and of his residence in Dale Street I have spoken in Chapter V. It was opened in 1798, and consecrated in 1800. The cost of the building was £15,000. The wooden dome and cupola impart a certain air of dignity to the exterior. The interior is commodious and lofty. Originally it possessed double galleries round three sides, but within the last few years the upper one has been removed.

Free School.

The Free School in Hunter Street, opposite the Friends' Meeting-house, was built about 1800 by Mr. Stephen Waterworth, sugar refiner, and was supported by voluntary contributions until 1803, when Miss Frances Waterworth, his sister, died, and endowed it with £4000 for the education of 180 boys and 120 girls.

St. Anne's Church.

We now approach the line of St. Anne Street and Norton Street, one of the great leading arteries from north to south. St. Anne's Church was erected in 1770-2, at the expense of Mr. Dobb and others, under the authority of an Act of Parliament. It was originally plain red brick, with stone jambs to the windows and doors, supporting ogee arches, intended, it is presumed, to indicate the Gothic or Pointed style of architecture. At the north end was a plain square brick tower. Internally it was a simple parallelogram, with galleries on three sides, and a recess for the altar at the south end. Any attempt at criticism on such a piece of composition would be superfluous. It is worthy of notice on another account. It was one of the very few public buildings in Liverpool which terminated a vista. In former times, standing as it did at the extremity of a long, straight avenue, on a slightly rising eminence, and shadowed by trees, the perspective was striking when seen from a distance, at which the paltry detail was lost in the general outline. Our English towns are for the most part deficient in effects of this kind. Paris abounds with them. Edinburgh possesses a noble avenue in its George Street, terminated by the Melville Monument at one end, and by St. George's Church at the other.

On the principle of gilding refined gold, the dingy brickwork of St. Anne's Church was ultimately covered with a coat of compo, which brought out with better effect its incarnate ugliness.

Bishop Crigan.

The Rev. Claudius Crigan, B.A., a learned and intelligent divine, was appointed incumbent of St. Anne's in 1772. In 1784 he was appointed Lord Bishop of Sodor and Man by the Duchess of Athol, who expected, from his infirm state of health,

that the see would become vacant by the time her son, then a minor, would be ready to take possession. The health-inspiring climate of the island, however, had such an effect that the new bishop survived five and twenty years, and outlived his intended successor.

It was supposed, after the erection of the church, that marriages could be solemnised within its walls ; but in consequence of the loose way in which the Act of Parliament was framed this right was denied by the rectors of the parish, and in 1781 the case was tried before the Court of Queen's Bench, when the decision was given in favour of the claim.

Choral Society.

During many years St. Anne's Church was the *locale* of the performances of the Liverpool Choral Society, which brought out with considerable success the oratorios of Handel, Haydn, and other masters of sacred song. Both vocal and instrumental performers were amateurs, reinforced at the quarterly public rehearsals by a few instrumental professionals and a lady vocalist, usually from Manchester. In consequence of some dissension a rupture took place, and a rival association, called the "Musical Society," sprang into life, which conducted its performances at St. John's Church. The Choral Society was the first to succumb to fate, and ceased to exist about 1835. The Musical Society struggled on a few years longer ; and being obliged to quit the church, retired into a state of hybernation, waiting for the opening of St. George's Hall, but was never subsequently quickened into re-existence.

Church removed.

Under the Improvement Act of 1867, by which the line of St. Anne Street was continued northward, the old church was removed and a new one erected on the east of the old site, from the designs of Mr. Robson, at that time architect and surveyor to the Corporation.

St. Anne Street.

St. Anne Street takes its name from the church, but was not formed for many years after its erection. In the map of 1785 the line of street is shown, but without a single house. Within the succeeding ten years the west side was built up between Springfield and Birkett Streets. In 1803 the street exhibited a goodly array of mansions on both sides, inhabited by the *crème de la crème* of the Liverpool society of that day. Duke Street was built up ; Rodney Street was not yet developed ; and bad roads and insecurity prevented the overflow into the country. Hence St. Anne Street took the lead, and maintained it for many years. Many of the commercial magnates of the

CHAP. XII.

Inhabitants.

town, the Rutsons, the Alisons, the Molyneuxs, the Batesons, here found their habitat. Science was represented by Drs. Rutter and Traill. The former of these, a fine old primitive Quaker, was deservedly esteemed for many years as a sound and sagacious physician. To him principally the profession is indebted for the establishment of the Medical Institution. At the next door resided his sister, Mrs. Jane Chorley, the mother of Henry Fothergill Chorley, a well-known man of letters, long connected with the critical and musical department of the *Athenæum*, and the author of many works. He was born December 15th, 1808, and placed in early life in the counting-house of Messrs. Cropper, Benson, and Co. His proclivities being entirely of a literary character, in 1833 he migrated to London and pursued a successful literary career for nearly forty years. His earliest work was entitled *Sketches of a Seaport Town*, illustrative of his observations of Liverpool life. He died February 16th, 1872, and left behind a very interesting auto-biography, which has been published.

Rutter.

Chorley.

Traill.

Dr. Thomas Stewart Traill was a man of rare attainments, and of eminent activity in the employment of them. During his residence in Liverpool he was one of the foremost in aiding every project for the promotion of education, literature, and science. The Botanic Garden, the Academy of Painting (in which he was the honorary Professor of Anatomy), the Royal Institution, with many others, received the benefit of his active co-operation. He took a warm interest in the establishment of the Mechanics Institution in the year 1825. After a long and useful career in Liverpool he was promoted to the chair of medical jurisprudence in the University of Edinburgh.

Sandbach.

The noble mansion on the east side, at the corner of Mansfield Street, was built about 1825 by Mr. Samuel Sandbach, who filled the office of mayor in 1831. He resided only a short time in the house, and was succeeded by Mr. Thomas Colley Porter in 1827.

Molyneux and Porter.

Two of the most memorable contests in the history of the municipality were connected with inhabitants of this street. I have already related their story. Mr. William Molyneux, the defeated candidate in 1821, resided at No. 25 on the west side; and Mr. Thomas Colley Porter, the successful candidate for the civic chair in 1827, at the house just described.

Mr. T. C. Porter died about 1833, and the house, after remaining vacant a year or two, was taken by the Corporation

for the Judges' Lodgings, on the assizes being transferred to Liverpool in August 1835; and so continued until the substitution of Newsham House in 1868.

Judges' lodgings.

At No. 38, on the east side, long lived Matthew Gregson, F.S.A., antiquary, and editor of the "*Portfolio of Fragments relating to the History of Lancashire.*" His father came from near Whalley, in Lancashire, and settled in Liverpool in the early part of the last century. Matthew, one of thirteen children, was born in 1749, and served an apprenticeship to a cabinet-maker and upholsterer, Mr. Urmson, Preeson's Row. He afterwards commenced business for himself, which he carried on very successfully, and retired in 1814 on a handsome competence. Although destitute of the advantages of early education, he took a deep interest in literature, particularly devoting himself to the study of mediæval antiquities. He made large collections of prints, books, and MSS. in his favourite pursuit, and searched with care and discrimination the collections in the British Museum and elsewhere. In 1812 he issued proposals for publishing by subscription his *Portfolio of Fragments*, which was issued in 1817, and a second portion in 1824. Mr. John Holt of Walton bequeathed to Mr. Gregson his collections for a local history. At the sale by auction of Mr. Gregson's effects in 1831, this collection was bought by the Corporation for 100 guineas. Mr. Gregson was active in the promotion of every work of benevolence and education in the town. His pursuits brought him into friendly intercourse with many of the leading literary men of the day. His house in St. Anne Street was so noted for hospitality as to have acquired the name of the "Gregson Hotel." He died in 1824 at the age of 75, from the effects of an accidental fall whilst reaching down a book in his library. His life was one of simple unobtrusive usefulness, which met, as it deserved, respect from all who knew him.

Matthew Gregson.

Trinity Church.

The Church of the Holy Trinity, on the east side of St. Anne Street, was built under the authority of an Act passed in 1792 (32 Geo. III., ch. 76). In Gore's *Annals* it is stated that the church was consecrated on November 16 in that year, but this must be an error, as the Act had then only just been passed, and in Charles Eyes's map of 1796, stated to have been made from actual survey in that year, the building is not shown. The church is well situated on a square plot of ground open on all the four sides. It is a stone building, standing in the orthodox position, with a tower at the west end, and is capable of

CHAP. XII.

accommodating a large congregation. Its architecture is below criticism, and strikingly shows the deplorably low state of the art in Liverpool at the period of its erection. A quiet row of respectable houses, called Trinity Place, stands at the east end of the church. In 1808 this was the scene of a very remarkable trial, which caused a great sensation at the time. The house No. 2 was occupied by Mr. Charles Angus, a merchant, who had as governess in his family a young lady named Margaret Burns. On March 25, 1808, Miss Burns died somewhat suddenly under very singular circumstances. Suspicion fell on Mr. Angus, who was alleged to have had illicit intercourse with the deceased, and to have administered drugs which caused her death. He was committed to Lancaster Castle, and on September 2 was tried before Sir Alan Chambre, at Lancaster. The most eminent counsel were employed both for the prosecution and the defence; Scarlett (Lord Abinger), Topping, Sergeants Cockell and Cross, etc.; and medical evidence of the highest class was produced. The turning point in the trial was the evidence given by Dr. James Carson, then a comparatively young man, who displayed an amount of ability and clearness in his view of the case which led to the acquittal of the prisoner in spite of the very suspicious circumstances, and the strong medical evidence given against him. This led to considerable controversy, and a display of somewhat bitter feeling in the medical circles.

Charles Angus.

Trial.

Dr. Carson.

St. Anne Street.

St. Anne Street, in its palmly days, was a pleasant place of residence. Its locality was high and dry, the houses were dignified and commodious, with large gardens behind. The house at the corner of Myrtle Street, with a forecourt in front, is a good specimen. It was built near the close of the last century by Mr. William Calton Rutson, of the eminent firm of Ewart, Rutson, and Co., Exchange Alley.

After flourishing about forty years, St. Anne Street began to show signs of decay. Its surroundings were encroached upon and crowded with cottages. The old families dropped off one by one, either by death or removal, and none succeeded in their stead. It became a thoroughfare, though rather a circuitous one, to Everton and Kirkdale. Shops, one after another, were opened, until its aspect has become entirely metamorphosed into one of a second-rate commercial character.

Eastern district.

The district east of St. Anne Street, as far as the boundary of Everton, was laid out in streets, but very little built on about the

close of last century. The character of the neighbourhood was pleasant and suburban down to about 1825, when the gardens and open spaces began to be appropriated for ranges of cottages in narrow streets and courts. The principal streets, King Street Soho (now Wilton Street), Springfield, and Queen Anne Street, continued for some time to maintain a respectable position, which is not even now altogether lost. Soho Street was laid out before 1796, and a few large houses were built at the north end; but it remained incomplete for many years, and was gradually filled with a smaller description of property.

Soho Street.

An attempt was made about 1829 by an enterprising builder (Mr. John Johnson), to revive the respectability of the street by the erection of ten large houses on the east side near the south end; but the result was very disastrous, and might have ruined any but a man of large means.

On the east side of Soho Street, corner of Church Street, Soho, stands a modest-looking building occupied as a Baptist Chapel, erected about 1836. It was erected for the Rev. Moses Fisher, who had been previously the minister of the chapel in Byrom Street down to 1824. The site is memorable on another account, as having been one of the scenes in an extraordinary ecclesiastical drama which was enacted in the town from 1827 to 1832, to which I shall have occasion again to refer. Suffice it here to record that on April 23, 1832 (Easter Monday), in the presence of a vast crowd of spectators, who bravely maintained their ground through a continuous drenching rain, the first stone of an intended Cathedral for the "Primitive Episcopal Church" was laid by the Right Rev. George Montgomery West, *soi-disant* bishop of the community undertaking the erection. It appeared like an augury as

Baptist Chapel.

G. M. West.

Coming events cast their shadows before,

that whilst the imposing ceremony was proceeding, the stage on which the principal performers stood gave way and precipitated the right reverend gentleman and his party into the trench below.

The history of the district east of Soho Street will be more properly referred to in the chapter on Everton. Let us now turn our attention to Islington, which, as I have already mentioned, was originally called Folly Lane. The row of houses called Islington Terrace which were completed before 1796 first bore the name. In 1803, the street was called Islington

Islington.

CHAP. XII.

Birchfield.

as far as Birchfield, but the higher portion still continued as Folly Lane. Subsequently the more modern appellation extended to the whole length of the street. Down to 1859, a very pleasant enclosure existed on the north side of Islington, containing three large mansions enclosed in their respective grounds, entered by a lodge and avenue from the street. The site is marked in the map of 1785 as a field belonging to Mr. William Roscoe, and from a row of trees extending along the margin, it was called Birchfield. On this field three houses were built, the first by Mr. Daniel Daulby, about 1787, afterwards occupied by Mr. Lightbody, the second by Mr. Roscoe. When the latter house was taken down in 1859, a square tile was discovered in the foundation, bearing the following inscription :[1]

Roscoe's house.

1 SEP. MDCCXC
INCHOATA

DIV MANEAT
NVLLA TVRBATA TVMVLTV
NESCIA CVRARVM
NVLLIVS CONSCIA CVLPÆ
SIC VOVET
GVLIELMVS ROSCOE
ÆDIFICATOR.

Mr. Roscoe resided in the house from 1791 to 1799, when he removed to Allerton Hall, and was succeeded in Birchfield by his partner, Mr. William Clarke. The third house was built by Mr. Fisher, shipbuilder, about 1789, and purchased from his widow by Mr. William Ewart about 1799 for £2000, and an annuity of £50 per annum.

Birchfield.

This pleasant retreat continued for many years an undisturbed oasis amongst the dreary piles of brick gradually accumulating around. It was subsequently occupied as military barracks, and was finally dismantled in 1859, when the enclosure was removed and the site converted into building ground. The locality is marked by Birchfield and Bidder Streets.

Presbyterian Church.

In 1846 the Presbyterian Church, corner of Islington and Salisbury Street, was erected, in connection with what is called the Presbyterian Church in England. The minister, Dr. Verner White, and many of the congregation were more nearly connected

[1] The tile is deposited in the Free Public Museum.

with the Presbyterian Church in the north of Ireland. The building is large and commodious. Externally it looms rather massive, having a heavy Doric portico fronting the street.

Camden Street, etc.

The district between Islington and London Road from Camden Street eastward was mapped out into streets about the beginning of the present century, and was gradually built up during the following twenty-five years. In the map of 1803 nearly the whole tract consists of open fields.

The land westward of Stafford Street had become pretty well covered about 1819, about which time houses began to be erected in the street. The margins along Upper Islington and London Road had been previously built up.

Gallows Mills.

On the north side of London Road between Stafford and Gildart Streets, there formerly stood two ancient windmills and a large mill-dam. These were known for a century as the Gallows Mills, from the fact of four of the rebels captured at Preston after the failure of the insurrection of 1715, having been executed here.

Removed.

The Gallows Mills were removed about 1820, but one of the millers' houses, a long, low cottage, originally thatched, remained for many years standing at the corner of Stafford Street, converted into a public-house. It was finally removed about 1866 to make way for a gin palace of loftier pretensions.

Moss Street.

Moss Street was cut through between London Road and Islington about 1809.

Daulby Street.

The triangular space between London Road and Pembroke Place, bounded on the east by Daulby Street, was principally covered with buildings from 1815 to 1830. Daulby Street had been laid out some time before. The name is derived from the family of Daulby, who possessed the land through which the street was cut.

Daniel Daulby.

Daniel Daulby senior, and Daniel Daulby junior, both resided in 1781 in Sir Thomas's Buildings. Similar refined and cultivated tastes led to a close intimacy between the younger Daulby and William Roscoe, which was drawn still closer by the marriage of Roscoe's sister to his friend. About 1788, Mr. Daulby removed from Sir Thomas's Buildings to Birchfield, and a few years later he left Liverpool to reside at Rydal Mount, Westmorland, where after a short career he died in March 1798, aged 52. He was a man of an elegant mind and of great taste in art. The following sonnet was inscribed to him by Mr. Roscoe on his recovery from a painful illness :

CHAP. XII.

Sonnet by Roscoe.

Daulby! who oft hast bowed beneath the smart
Of keen affliction, yet survived to know
More blissful hours return, and through thine heart
Health's temperate flood and native spirits flow;
Think not the hand that led thee through the gloom,
Will now forsake thee—still thy breast shall prove
The lasting transports of a happier doom,
Each charm of health and every sweet of love.
Yet should thy God permit the storm to rise
(His ways inscrutable to mortal eyes),
Dim thy fair hopes, and bid thine ills increase,
Despair not; for while virtue is thy guide,
Secure thy bark shall stem the bursting tide,
And gain the haven of eternal peace.

Soon after 1800 a few houses with large gardens were erected on both sides of Daulby Street, and about the same time the upper end of Pembroke Place was lined with a row of goodly mansions, a number of which still remain. The western portion of the plot now under review remained for many years very sparsely covered by buildings, and at last was laid hold of by speculative builders and devoted to cottage dwellings. A large mansion was erected about 1830 at the corner of Anson Street by Mr. William Comer. It was afterwards subdivided, and a part has been converted into the General Post Office for the eastern district. St. Silas's Church was erected on the garden belonging to this house in 1841, from the designs of Mr. A. B. Clayton. It is a neat building, with a red sandstone tower and spire to the front in a *quasi* Gothic style. The interior contains side galleries, and will accommodate a large congregation. The Rev. Dr. Taylor, formerly the incumbent of St. John's, where he attracted crowded congregations, was for a number of years the minister.

Comer.

St. Silas's Church.

King's monument.

In returning down London Road the eye is arrested by the bronze equestrian statue of King George III. in the open esplanade at the junction of the streets. This statue was erected by public subscription to commemorate the fiftieth anniversary of the king's reign, and was intended for Great George Square; the first stone of the pedestal having been laid by the mayor, Mr. John Clarke, on October 25, 1809 (the jubilee day). It remained in abeyance for thirteen years, and at length, in 1822, it was set up in London Road as a locality better suited for its display. The artist was Mr. Robert Westmacott, R.A. The

figures, especially the horse, are spirited and bold. The *motif* is evidently taken from the well-known equestrian statue of Marcus Aurelius on the esplanade of the Capitol at Rome. Exception might be taken to the introduction of the ultra-classical costume in a memorial statue intended to present the form and appearance of the subject as he appeared in life. At the same time few would be disposed to prefer the effigy of "Farmer George," as he stands in Pall Mall, London, capering on horseback, cocked hat in hand, and pigtail streaming behind. There is a medium between the two extremes, which the instinct of genius alone can seize, combining the faithfulness of modern representation with the flowing contour of the antique, which has occasionally been realised, as in the noble statue of George Canning in the Town-hall by Chantrey.

King's monument.

Reserving our notice of Everton for a separate chapter, let us now turn our attention to the part of the old borough lying north of Richmond Row and east of Scotland Road. This forms a narrow tongue of land extending to Great Homer Street, which is the line of division between Everton and Liverpool.

Richmond Row is the ancient road to Everton village, and down to 1785 was a rural lane. Near the lower end, on the south-east side, the curious inquirer will observe a small street called Downe Street proceeding a short distance, along which the area expands, with a depression of the surface, the ground rapidly rising to the east and south. This marks the side of a pool or reservoir which was formed by the brook running from the Mosslake, in an oblique direction down the steep hill. After leaving the reservoir, its course crossed the line of Byrom Street to the west side, and turning sharp round to the south, ran in an irregular line along the site of Fontenoy Street to Dale Street, where it was crossed by the Town's-end bridge.

Richmond Row.

Brook.

A little below the reservoir just spoken of, and on the margin of the brook, stood, about the middle of the last century, and for some time subsequently, the kennels of the Corporation pack of harriers. Although popularly called by the name of the Corporation Hounds, they were really supported by subscription, the Council subscribing five guineas per annum toward the expense. When the whole district north of the kennels was open fields, the slopes of Everton and the flat plain of Kirkdale, though not presenting the style of country which would satisfy a member of the Quorn or Melton Hunt, afforded free scope for

Kennels.

CHAP. XII.

Kennels.

the less exciting exercise of hunting the hare. The kennels remained in Richmond Row until nearly the end of the century, when they were removed to Kirkdale, near what was then the North Shore, where they stood entirely isolated for many years. Ultimately they were converted into cottages, and remained until recently a little to the north of Bankfield Street, Regent Road.

Livesley's pottery.

On the other side of Richmond Row, in 1769, stood Mr. Livesley's pottery; and near by, on the margin of the brook, an extensive tannery. Building commenced in the lower part of Richmond Row and the neighbourhood about 1790. A large

Benson.

house was erected by one of the Benson family on the west side of Thurlow Street. An extensive brewery, intended principally for porter or stout, was built a little to the northward; but, like every attempt of the kind in Liverpool, it signally failed.

Mr. Gregson.

About 1804 Mr. Matthew Gregson, the ingenious and painstaking antiquary, who was an upholsterer in Preeson's Row, in the firm of Gregson and Bullen, erected in the dell or hollow mentioned above a feather-dressing manufactory, whence the street took the name of Downe Street.

The erection of St. Anne's Church, soon after 1770, gave the first impulse to building north of Richmond Row. In the map of 1785 Great Richmond Street is shown, with houses and

Rose Place, etc.

gardens on the south side. Rose Place (originally Rose Street) and Rose Hill (originally Rose Hill Street) take their names from Mr. Joshua Rose, merchant, who owned lands in the neighbourhood. Comus Street was originally called Mayor Hill. So matters stood in 1796. The houses were thinly scattered about the new streets, with large open spaces and gardens interspersed.

Baptist Chapel.

About the commencement of this century a small but neat chapel was erected in Comus Street by a community of what are called Johnsonian Baptists. In the second quarter of last century Mr. John Johnson—a relative of Sir Thomas Johnson, M.P. for Liverpool—was the pastor of the Baptist Chapel in Byrom Street, afterwards St. Stephen's Church. In the year 1748, in consequence of some peculiarities of doctrine, he became distasteful to the majority of his congregation, and withdrew with his adherents. They erected a place of worship in Stanley Street, corner of Matthew Street, where he officiated until his decease in 1791, at the age of 90 years. He was a staunch and loyal adherent of the House of Hanover, having shown his loyalty by enrolling himself as a volunteer in a regiment raised

in 1745 for the defence of the town. Some years after his decease the congregation migrated to the building in Comus Street.

In 1826 a chapel was erected by the Welsh Calvinistic Methodists at the corner of Comus Street and Rose Place, since converted into a brewery.

Oil Gas-works.

The large stone-fronted building on the west side of Rose Hill, now, with its accessories, constituting the Northern Police Station, was erected in 1822 by a gas company proposing to manufacture the article from oil, of better quality than from coal, and at a cheaper rate. The gas was no doubt excellent in quality, but it was found so expensive in the manufacture that the company had to abandon oil and substitute coal or cannel. After some years' rivalry between the old and new companies, they finally amalgamated in 1849, under an Act of Parliament which recognised the interests of the consumers, and imposed certain conditions as to the price of gas, inspection of accounts, and limitation of dividends. The present building was not required after the amalgamation, and was sold to the Corporation, who converted it to its present use. A large part of the property fronting Comus Street was sold for building ground and covered with houses.

Crossing to the north side of Rose Place, the streets immediately opening therefrom were commenced about the beginning of the present century.

Cazneau Street.

Cazneau Street took its name from Mr. Joseph Cazneau, merchant, who built and resided in the first house in the street about 1796. Beau Street and Belle Street are shown in the map of 1803, but with very few houses erected.

Changes.

In the course of a few years a very pleasant neighbourhood developed itself in this locality. The houses in Cazneau Street, Beau Street, and Rose Place, were set back in gardens and embowered in umbrageous foliage, and so they remained for about a score of years, when a sinister change began to take place. The growth of population in Liverpool has been so rapid, that the speculative cottage-builder is always on the heels of the aristocracy, whose residences accumulate more slowly. Wherever an open space has been left unguarded, the builder has speedily insinuated himself. Narrow courts block up the light, and long rows of windows peer impertinently over the privacy of the sacred precincts. A migration of the well-to-do succeeds. Then follows the sacrifice and conversion of the larger property.

CHAP. XII.

Cottage Building.

The mansions disappear, their materials to be worked up again into new combinations; the lawn and the parterre give way to the alley and the back street, and the remembrance of them is lost for ever. So it was in the neighbourhood which we are surveying. Narrow streets and squalid courts gradually accumulated around; then the mansions themselves were attacked and succumbed, and an entire change passed over the spirit of the district.

Meadows.

A small street called Meadows Street takes its name from one William Meadows, who resided there from 1807 to 1814. He is said to have been a sort of modern Bluebeard, having married six wives in succession, the last when he was seventy-five years of age.

Grosvenor Street Church.

In Grosvenor Street, leading northward from Rose Place, stands the Roman Catholic Church of St. Joseph, externally a plain brick structure, built up closely on each side. The interior is spacious, having an enormous gallery at the north end, and calculated to seat 2000 persons. There is a spacious churchyard behind, formerly used as a cemetery. The history of this building is connected with some rather singular incidents in the ecclesiastical world. Originally a tennis-court was erected on the site in 1796. About that period the Rev. Robert Banister, B.A., who had been curate at Upholland, near Wigan, settled in Liverpool, and for a year or two took duty in several of the churches, especially St. John's, as a clergyman unattached. In the lamentable dearth of pulpit talent at that time he became exceedingly popular. When Christ Church, Hunter Street, was erected in 1797, it was proposed and intended that Mr. Banister should have been appointed incumbent. Reports, however, were circulated to his prejudice, and a division took place amongst those interested, which led to the secession of Mr. Richard Walker and others taking part with Mr. Banister. By these friends the tennis-court in Grosvenor Street was purchased and a church erected, to which the name of "All Saints" was given. It was not legally connected with the Establishment, having never been consecrated nor even licensed until after Mr. Banister's decease. By the kindness of his friends the edifice was made over to him as absolute owner. Here he flourished for about thirty-three years, at first exceedingly popular; but as younger and fresher lights appeared above the horizon the lustre of the elder luminary began to wane, his congregation gradually dropped off by death and removal, and

Banister.

few came forward to supply their places. For some years previous to his death, in 1829, the church was almost deserted. After Mr. Banister's decease it was rented on lease by the Rev. H. T. Turner, a gentleman in deacon's orders only. In 1831 he entered into a connection with the Rev. George Montgomery West, who had, for some time previously, occupied a position of considerable notoriety in the public eye. Originally a preacher amongst the Wesleyan Methodists in Ireland, he had attracted attention by his boldness and eloquence; but, from some cause of difference, he had separated from their communion and visited the United States, furnished with letters recommendatory from Lord Kenyon and others. Here he became acquainted, with Bishop Chase of Ohio, who conferred upon him priest's orders, and sent him to England to obtain contributions towards the erection of Kenyon Episcopal College, Knox County, State of Ohio. Returning to England on this commission, he obtained admission to the pulpits of the National Church, where he preached with great acceptance, was recognised and encouraged by Bishop Blomfield, Bishop Sumner, and other dignitaries, and raised large sums of money for the purpose for which he was sent over. After a sojourn in England of about a year he returned to America, with the hearty congratulations and good wishes of a large circle of admirers. A rupture soon took place between the Bishop and his emissary, whom he did not scruple to charge with a breach of trust. Mr. West defended himself in a pamphlet published in New York, and soon after returned to England, on the invitation of Mr. Turner, to join him in the co-pastorate of All Saints' Church. Here he became for a time exceedingly popular with all classes; but his restless ambitious spirit could not be satisfied with the ordinary sphere of usefulness now opened out to him. He had returned to England with higher aims than those of a mere incumbent or priest. He gave out that whilst in America he had received episcopal ordination, and it was his mission to establish or rather to revive the Primitive Episcopal Church. At a meeting held in All Saints' Church on February 18, 1831, the validity of Mr. West's orders was recognised. He was requested to act in his episcopal capacity, and the congregation resolved that they would "to the utmost of their power, support the dignity of his office." So matters remained for another twelve months down to March 1832. The church was crowded with attentive hearers. The new bishop delivered lectures on behalf of the

Turner.

G. M. West.

CHAP. XII.

G. M. West.

Russell Street Church.

Rupture.

Primitive Episcopal Church; he made alterations in the Book of Common Prayer, which he published for the use of his church; he consecrated another bishop, the Rev. T. R. Matthews, D.D., and conferred orders on several priests and deacons. The chapel in Russell Street, bearing so sinister a reputation as St. Clement's Church, was taken by the body and solemnly consecrated by Bishop West, who was also applied to to perform the same ceremony for the Hebrew congregation in Sir Thomas's Buildings. This brilliant but unsubstantial career was doomed to a collapse as sudden as its inflation. An estrangement had crept in between the bishop and his less prominent coadjutor, Mr. Turner, which soon led to an open rupture. On March 27, 1832, Mr. Turner, as lessee of All Saints, gave legal notice to the bishop that he would be no longer permitted to occupy the pulpit. On the evening of the next day, the church being crowded to excess, in expectation of hearing a lecture from Mr. West, Mr. Turner presented himself to conduct the service, and prevented his late colleague from ascending the pulpit stairs. A scene of uproar then took place, which, according to the newspapers of the day, "baffled all description." The shouting and hooting of the men, the screaming of the women, and the scramble to carry away the books and cushions from the pews, created such a tumult that the noise resounded to a distance from the church, and attracted the attention of passengers in the neighbouring streets.

Mr. West's friends at first rallied round him, and got up a subscription list for the erection of a cathedral in Soho Street, the ceremony on laying the first stone of which has already been described a few pages above. At the dinner by which the proceedings were wound up, a split in the camp again took place. Some of the bishop's subordinates rebelled against his assumption of authority, and the whole affair broke up in disorder. Mr. West soon after quitted the town for Birmingham, where, it is said, he met with a gratifying reception. In 1834 he returned to the United States, and associated himself with the Presbyterians, amongst whom he officiated as a minister for some years. In 1844 he returned again to Liverpool, and preached a few Sundays in a room in Newington. From Liverpool he visited Bristol, where, as usual, his talent and eloquence gained him for a time considerable popularity. He was next appointed the minister of St. Paul's Episcopal Chapel, Carrubber's Close, Edinburgh, in which he officiated for several

months, in despite of the inhibition of Bishop Terrott, who refused to confirm his appointment. On quitting Edinburgh he returned to America, and was not again heard of—at least officially—on this side the Atlantic. Mr. West's career presents a striking instance of commanding talent and great capabilities, utterly thrown away for want of prudence and consistency of conduct.[1]

G. M. West.

Soon after Mr. West's departure, Mr. Turner retired, and the church was closed for a time. It was subsequently rented and licensed in connection with the Establishment, and reopened under the incumbency of the Rev. John Lyons, November 27, 1833. He remained until 1838, and was succeeded by the Rev. A. M'Conkey, who continued until 1847, when he was presented to the incumbency of St. James's, West Derby. All Saints' Church was soon after offered for sale by the devisees of Mr. Banister, and was purchased by the Roman Catholics, with whom it started on a fresh career as the Church of St. Joseph. The neighbourhood having become exceedingly populous, the church, as a mission station, has been found valuable and useful, being usually attended by an overflowing congregation.

Lyons.

M'Conkey.

St. Joseph's Church.

The most recent scene in the eventful history of this building was of an awfully tragic character. On Sunday evening, January 23, 1870, a mission service was being conducted by the Passionist Fathers. The church was so crowded that another service had to be held in a spacious school-room in the basement of the building, the access to which from the street is by a flight of stairs at the north end, from the landing of which another door opens upon the ground-floor of the church. About half-past seven in the evening, the service in the school-room was disturbed by a man in a state of intoxication, who interrupted the officiating priest in a loud and insulting tone. This roused the congregation, and cries were raised of "Turn him out." The man then became excited, gesticulated wildly, and set the bystanders at defiance. A scene of confusion ensued, and many rushed up the stairs to escape into the street. The noise of the uproar and trampling of feet became audible in the church above, and the congregation grew alarmed and excited. It is said that about this time a man outside gave the alarm of fire, and held a lantern up to one of the windows. In an instant a general panic seized those in the church, who were in perfect

Tragic accident.

[1] For most of the above particulars I am indebted to a little volume on *Liverpool Churches and Chapels*, by the late Rev. David Thom, D.D. 1854.

CHAP. XII.

Tragic accident.

ignorance of what had been going on in the school-room, and a fearful stampede took place. Those rushing out of the church by the north door met the living torrent pouring out of the school-room, and in the collision bore down all before them. The struggling heap of writhing bodies in their convulsive efforts presented an impassable barrier to those behind attempting to escape, and in the *melée* no less than fifteen persons were trampled to death or suffocated. The presence of mind of the clergy conducting the service cannot be too much commended, especially as they must have been totally unaware of the nature of the alarm. After endeavouring to calm the excitement of the panic, they recommenced the service where it had been suspended, and in this way inspired an amount of confidence which retained many in their places, and counteracted to a considerable extent the fearful danger. The bodies of the sufferers were attended to the grave on Wednesday, January 26, by a large concourse of people.

Mersey Bowmen.

A little farther to the northward, along Grosvenor Street, formerly stood the Lodge of the Toxophilite Society, called "The Mersey Bowmen," in the middle of its archery ground. This was a very fashionable resort in the last quarter of the eighteenth century. The ground has been built over, but the lodge still remains behind the houses, somewhat altered, but still displaying the device and cypher of the society carved in stone—a bow and arrows, with a hunting horn.

Before quitting this locality it would be unpardonable to omit some notice of a queer old relic which once enjoyed a reputation of its own, but has long passed into oblivion from the outer world.

Richmond Fair.

Leaving St. Joseph's Church, and ascending Rose Place, we turn along Fox Street to the right. On the left side, about midway between Rose Place and Richmond Row, opposite the end of Great Richmond Street, we turn under a low-browed arch, along a short passage, and find ourselves in an irregular open area of about 1200 square yards, surrounded by covered galleries open to the area in two storeys. The aspect is something like that of a dilapidated eastern caravanserai, or one of the Russian bazaars. Figures in caftans and heavy boots, smoking and drinking *vodki;* or the impassable Eastern, with coloured turban and yellow slippers, sitting cross-legged and indulging in the mild chibouk, would seem more suitable occupants than the groups of squalid children amusing them-

selves on the muddy earthern floor of the area, or roaming about the wooden galleries. This is Richmond Woollen Hall, or, in more popular phrase, Richmond Fair. The buildings were erected in 1787 by Messrs. Thomas and William Dobb, as a mart for the sale of Yorkshire woollen goods; and the rooms opening upon the galleries were let out to dealers, both permanently and on the occasion of fairs, which were held quarterly. The situation, so far away from the centre of business, would seem to modern eyes very unsuitable for an undertaking of this kind; yet for a considerable number of years it enjoyed a very fair share of prosperity. The Corporation of that day looked upon it with very jealous eyes. At a Common Council held April 2, 1788, it was resolved, "that the records be searched, and a case be stated for the opinion of counsel, respecting the proper mode to be pursued in order to suppress the attempt now making to hold a market or fair for the purpose of vending different manufactures, at a place erected by Messrs. Dobb and others, near St. Anne's Church, called the Woollen Hall." Nothing ever came of this motion, and the "Fair" was allowed to pursue its humble course of industry. For many years a number of thriving shops in the cloth and carpet trade were located there, but the tendency towards concentration proved too strong. As population increased in the district, the trade fell off. One tradesman after another quitted, without finding successors, until the premises ultimately came to be occupied as cottages, principally tenanted by washerwomen.

Richmond Fair.

All the northern district from Bevington Bush, where a gate was erected, to the limits of the borough on the north, where another gate stood, was a common town-field, being land of inheritance belonging to the burgage houses in the town. The lots of the several proprietors were distinguished by the name of "lands," three of which made a customary acre. Different parts of the large field had appropriate names. In the 8th Henry V. (1420) John de Lynacre conveys to Robert de Bowland, nine *ridges* and thirteen *hallands* of land, four of which ridges are in the place called "the Schire Faires," two in the "Overhew" lands. Eight of the hallands were near the Priest's Field, and five on the edge of the sea in the foresaid field. As the plots often lay scattered and without fences; to prevent disputes or encroachments an officer called a Hay-ward was annually appointed on St. Luke's Day at the election of the mayor. This common field, by general consent, began to be

Town-field.

CHAP. XII.

enclosed about 1733. The names of the enclosures are given in Eyes's map of 1785. The Corporation appear to have had some claim to superiority over these lands, for in 1765 a report on the subject was presented to the council by Mr. John Eyes. They were alienated, some by long leases, others by exchanges. The Gildarts and Tarletons took a considerable quantity.

Extension northward.

The progress of the town northward has been somewhat fitful and irregular, though always advancing. In 1796, Rose Place was the farthest limit north-eastwardly. In 1803 the line had been extended to Beau Street, with an outlying cluster of houses in Belle Street beyond. Great schemes were in progress at this time, which occupied many succeeding years in carrying out. The old circuitous narrow road into the town by way of Bevington Bush was improved by carrying a new street in a direct line from the bottom of Rose Place, northward to Mile End, opposite the present Virgil Street. To this new cut was given the name of Scotland Road. Fox Street was prolonged by a new street northwards, and several new streets were laid out from Scotland Road eastward. The names of these new streets commemorated two of England's greatest naval heroes, Nelson and Collingwood, and the statesman, Lord Grenville, in the streets bearing their names; and the poets in Great Homer, Dryden, and Virgil Streets. In the year 1802, Mr. Edward Houghton, formerly of St. Anne Street, erected the mansion at the corner of Great Nelson and Great Homer Streets, long known as "Squire Houghton's."

Scotland Road.

Naval heroes and poets.

Limits of town.

Dryden Street remained for many years the northern limit of this portion of the town. Down to 1830 the whole district beyond this line on both sides of Scotland Road was open fields, extending to Vauxhall Road to the west, and to Everton eastward. Even within this limit many pleasant nooks still remained. Collingwood Street, and to a considerable extent Virgil and Dryden Streets, consisted of walled gardens, planted with fruit trees and flowers, amongst the verdure of which nestled in each a snug cottage, to which the busy tradesman who resided habitually in the murky districts of Dale Street or Tithebarn Street could retire to spend a quiet Sunday, and recreate himself in the summer evenings. Kirkdale was considered too distant for the generality of those engaged in town.

Westmorland Place.

Westmorland Place was the first street which broke into the monotony of the rural district. It was laid out about 1804, and long remained a quiet street of gardens. During nearly a

quarter of a century afterwards things remained in *statu quo;* during this period the town in its northern direction appeared stationary. It was the extension of the docks northward which gave the impulse to building, and drew out the town in this direction. About 1828 some enterprising builders purchased a field about halfway to Kirkdale, on the east side of the road, on which they formed a street, which they named Bostock Street. About 1830 operations were commenced on the west side the road a little beyond Mile End, when Tenterden, St. Martin's, Blenheim, and Woodstock Streets were formed and built up.

Bostock Street, etc.

At the corner of Dryden Street, fronting Scotland Road, there formerly stood a little quaint-looking brick building, surmounted by a cross, with a modest residence by its side. This was the original Roman Catholic Chapel of St. Anthony, which was erected about 1806, through the exertions of the Rev. Jean Baptiste Antoine Gerardot, a French ecclesiastic and *émigré*, who settled in Liverpool soon after the first Revolution as a teacher of French. He continued as the officiating priest until his decease in 1826. At his death it is said he bequeathed the chapel to the Order of Jesuits; but this appropriation was resisted by the then bishop, Dr. Penswick, and the building was continued as a chapel by the secular clergy. The great increase of the Roman Catholic population led to the sale of the old building and the erection of the present St. Anthony's Church, a little distance to the northward, in 1833. The architect was Mr. John Broadbent, a pupil of the celebrated Thomas Rickman. The building is imposing from its size and proportions. The style is Gothic, of the early pointed period. A practised eye would perceive at a glance its connection with the school of Rickman, the characteristics of which may be summed up as combining correctness of detail with weakness and timidity in the *ensemble*. Windows without tracery, stuccoed fronts, absence of prominent features externally, plastered ceilings, and side galleries internally are nearly always to be met with in churches of this particular school. It is only fair, however, to acknowledge that several of Mr. Rickman's pupils advanced beyond their master in the path which he had pointed out. This is strikingly displayed in the tower of Walton Church, built by the architect of St. Anthony's, nearly about the same time. Mr. Broadbent's career was cut short by death at a comparatively early age.

St. Anthony's Chapel.

New Church.

Broadbent.

CHAP. XII.

Lord Derby's land.

From the year 1836 the tide of building set in with considerable vigour on both sides of Scotland Road. Most of the land between Dryden Street and St. Anthony's Church belonged to the Earl of Derby, who now began to form streets—Wilbraham Street and Place, Penrhyn Street, Leycester Street, etc.

St. Matthew's Church.

The next public building erected in this locality was the Church of St. Matthew, corner of Wilbraham Street, to which rather an interesting history is attached. Down to the year 1838, notwithstanding the great increase of the Scottish population in Liverpool, the only churches connected with the Scottish Establishment were those in Rodney Street and Oldham Street, within a few hundred yards of each other. This was felt to be a great reproach, and in that year the two congregations resolved to unite their efforts to erect a church for the Scotch inhabitants at the north end. Considerable delay, however, took place, and it was not until the end of 1841 that they were able to purchase the land from the Earl of Derby which forms the site of the present church. Pending these arrangements, the Carpenter's Hall, in Bond Street, had been rented for public worship, and the Rev. John Ferries had been brought from Scotland as officiating minister. The foundation-stone of the new church, which was to be called St. Peter's, and of which Mr. John Cunningham was the architect, was laid by Mr. George Armstrong on March 22, 1842. Mr. Ferries was soon after appointed minister, and on September 14 he was solemnly ordained to the office according to the Presbyterian form. On March 21, 1843, the new church was opened for divine worship.

Scotch Church.

Disruption.

About this time the disputes in the Church of Scotland on the non-intrusion question had reached their height, and a very few days after the opening of St. Peter's the disruption of the National Church took place. Mr. Ferries, profiting by the opening afforded by the retirement of so many ministers, obtained the appointment to the living of Torryburn, in Fife, and resigned his charge in Liverpool. The consequences were most disastrous. The congregation were divided in opinion, but the majority sided with the seceding Free Church. Had it rested with them all would have gone on smoothly enough, but a serious legal difficulty arose. The land had not been conveyed, and was merely held on a contract with Lord Derby covenanting that a church and schools in connection with the Church of Scotland should be

erected thereon. The trustees being divided in sentiment, no arrangement could be come to. For a time public worship in connection with the Free Church was connived at; but on an attempt being made in 1845 to settle Mr. John Wiseman as permanent minister, the trustees were threatened with a prosecution if they permitted it. The church was then closed, leaving the trustees under very serious liabilities for the payment of the building contracts and other expenses. At length, after waiting until 1847, powers were obtained by which Lord Derby conveyed the land to trustees for the Church of Scotland, but with power of sale unless certain conditions were fulfilled. Under these provisions the church was sold by auction on July 15, 1847, and purchased by the Lancashire and Yorkshire Railway Company for £5510 as a substitute for St. Matthew's, Key Street, taken down for the purposes of the company. In 1849, when possession was given, the church was consecrated under the title of the mother church, St. Matthew's. The building is a neat structure, in red stone, in the Norman style, with a tower and short spire at the west end.

St. Matthew's Church.

Sale.

The chapel of the Methodist Free Church, at the opposite corner, was built about 1843.

Methodist Chapel.

After the sale of All Saints' Church, Grosvenor Street, to the Roman Catholics, in 1847, an effort was made for the erection of a church in substitution. This was accomplished by the erection of All Saints' Church, Great Nelson Street North, which was consecrated in 1849, and an ecclesiastical parish annexed to it. It is a neat stone building, of the "early pointed" style, built from the designs of Mr. Arthur Hill Holme.

All Saints' Church.

The wholesale market for hay, straw, provender, and vegetables in Great Homer Street, between Great Nelson and Juvenal Streets, has become of late years a very important institution. I have narrated in previous chapters the history of the old and new hay-markets within the town, and their discontinuance in 1841, when two new markets were opened, one for the eastern and southern district, in Olive Street, and the other for the northern district, on the site now before us. Whether from the fact of the greatest amount of agricultural produce coming in from the north, or for what other reason, certain it is that from the first the north hay-market took the lead and kept it. The southern one lingered for a few years, and was finally aban-

Hay-market.

CHAP. XII.

doned, and the site converted into building-ground about 1849. With the increase of business it has been found necessary to enlarge the north market more than once, the site now containing an area of about 13,800 square yards. More recently its importance has been further increased by its being constituted the wholesale mart for vegetables. This trade was formerly located in Queen Square, but had increased to such an extent as to overflow the neighbouring streets and cause considerable annoyance. To remedy this evil some very grandiose schemes were propounded. One plan was to take down the Theatre Royal and all the intervening buildings, and to extend the area of the market so as to include Williamson Square. Another proposal was to appropriate the land to the eastward of the Free Public Library, extending it by taking down the adjacent buildings. Dire was the contention in the local parliament for many months; the various conflicting interests set themselves in order of battle, and an expensive Parliamentary contest was expected, when a very simple and modest proposal threw oil on the troubled waters and allayed the rising storm. It was suggested that by an arrangement of the hours of sale the hay-market possessed ample accommodation for both classes of traffic. This suggestion was adopted, and on July 7, 1866, the market was opened for the sale of vegetable produce in the early morning, and for hay, straw, and provender during the later hours of the day. The system has worked admirably for the convenience of both buyers and sellers, and a very large amount of business is here transacted.

Vegetable Market.

Summary.

The area has been further utilised as a parade-ground for the Volunteers. For their protection in wet weather and for the use of the market, extensive sheds have been erected, giving "ample room and verge enough" for a battalion to manœuvre under their shelter.

We have now completed our survey of this district of the original borough, by no means the least interesting of its divisions. The steady unrelenting progress of brick, stone, and pavement, advancing yard by yard and year by year, though not so rapid as in the district next to be surveyed, has been more uniform. The worst feature in this conquest of the artificial over the natural is the entire absorption of the area. Not a tree or shrub or blade of grass is left to cheer the eyes of the inhabitant or to refresh the wayfarer.

In London these things are managed somewhat better. Even in the most squalid neighbourhoods, especially of late years, a little foliage, however poor and scanty, and a few open spaces, where with diligence a tint of verdure is preserved through the summer, are allowed to remain. Where neither art nor nature are permitted to exercise their improving influences, what can be expected other than coarseness and brutality?

CHAPTER XIII.

EVERTON.

CHAP. XIII.

General aspect.

THE modern New Zealander or American, approaching Liverpool from the sea, will perceive, if the heavy drapery of black smoke will permit so extended a view, on the left hand in the distance, over the long line of masts and rigging, a ridge or eminence crowned by a church tower on the summit. Up this slope creep numerous narrow streets and avenues, flanked by monotonous lines of brick walls and slated roofs. Not a patch of verdure offers an oasis on which the eye can rest. With the exception of a few spires here and there shooting up above the common level, there is nothing to break the dull uniformity of the whole aspect. Many famous towns in Italy and in the east are beautiful and picturesque from a distance, but squalid and wretched on a nearer approach. Everton, with a lovely natural position, has nothing in its distant aspect either picturesque or beautiful. When examined internally, it is—not exactly squalid—but bourgeois, common, and uninteresting.

Natural beauty.

Fifty years ago, a very different picture presented itself to the gazer from the westward. The crown of the hill and its western slope were sufficiently built on to take away the appearance of baldness or nakedness, and yet not so densely as to crowd it inconveniently. From the umbrageous foliage of their gardens and pleasure-grounds, noble mansions, in tier above tier, looked out on a lovely landscape. Town and country, land and water, lay stretched beneath their view, whilst the distant sea on the one side with its ever shifting panorama of arriving and departing vessels, and on the other the undulating outline of the distant Welsh mountains, afforded a background worthy of the scene. Art had been subsidised to heighten the effects of nature in the only naturally picturesque piece of scenery in the neighbourhood, and the result was in every way beautiful. On bright summer evenings when the sun was declining towards the Cheshire

View.

heights, the rich ruddy glow of reflected light from the windows of the terraced mansions embosomed in verdure, has not unaptly been presented by an enthusiastic cleric as a type of the latter day glory. Everton was a suburb of which Liverpool had every reason to be proud.

Changes.

I wish to indicate briefly the history of these transformations; how the barren sandstone ridge, with its waste of heather and gorse, became enclosed and civilised; how its hanging fields developed into gardens and pleasure-grounds surrounding the abodes of wealth and luxury; how these in their turn one by one

> Were melted into air, into thin air;
> And like the baseless fabric of a vision,
> Leave not a rack behind;

how the builder and speculator finally reigned triumphant, as street by street, cottage by cottage, slowly advanced up the ascent or crept along its terraced sides, until the pretty village of half a century ago, has developed into the crowded town with its 100,000 inhabitants and its 11,000 municipal electors. The next stage in its history I have no prophetic inspiration to shadow forth. Whatever it may be, it must be left to a future generation to realise and record.

Site.

The township of Everton consists of about 692 acres of land, occupying the summit and the eastern and western slopes of one of those long red sandstone ridges, which are of common occurrence in Lancashire and Cheshire. Its highest point, in St. George's churchyard, is 250 feet above the sea level, which is the greatest elevation of any land within a considerable distance. From this point the ground falls rapidly to the north and west, with a gentle inclination eastward. The ridge itself gradually declines southward to the Necropolis, where the level is 199 feet above the sea. The western slope is very steep, falling not less than 150 feet between Church Road (now Heyworth Street) and Great Homer Street. The eastern aspect has a gentle inclination, which gradually rises to a level as it proceeds southward.

Elevation.

Soil.

The soil is not naturally fertile, and in its primitive condition doubtless resembled its sister ridge of Bidston Hill on the opposite side of the Mersey, an irregular common, covered with furze bushes, heath, and scanty pasturage.

Our earliest information of Everton is derived from Domes-

CHAP. XIII.

Domesday.

day Book, in which, however, it is not entered as a manor like the neighbouring townships of Kirkdale, Bootle, Orrell, etc. After enumerating the several manors in the hundred of West Derby, with the tenants and their obligations, the following significant note appears: "In Otringmele (Orrell) Herleshala (Halsall) Hiretun (Everton) erant tres hidæ quietæ a geldo carucatarium terræ, a forisfactura sanguinis, a feminæ violentia. Alias consuetudines reddebant omnes." "In Orrell, Halsall, and Everton, there were three hides of land of which the cultivators were exempt from tax, from fines for bloodshed or for violence to women." The first privilege all can appreciate. The two latter, one would think, could not have improved the desirability of Everton as a place of residence in that remote age.

Name.

The origin of the name is sufficiently indicated by the spelling above, *Hiretun* or Higher town, expressive of its position on the highest land in the neighbourhood.

Manor.

The precise period of the formation of Everton into a separate manor is uncertain, but it is recognised as such in a precept 9th Henry III. (1225) addressed to the sheriff of Lancaster, ordering that the king's tenants in Everton should be permitted to have reasonable *estovers*[1] out of the king's wood in West Derby. This is sufficient proof that timber was a scarce article in Everton at that period.

Lords of Manor.

At the time of the compilation of Domesday Book Everton formed part of the large grant of lands to Roger de Poictou, after whose forfeiture it reverted to the Crown. In 1229, it was bestowed on Ranulph, Earl of Chester. By marriage with his sister Agnes, it passed to William de Ferrers, Earl of Derby. Owing to the forfeiture of one of his descendants, Everton became in 1254 the property of Edmund, first Earl of Lancaster, younger son of Henry III.

In 1320 the manor was granted by Thomas, 2d Earl of Lancaster, to Sir Robert de Holland. At the death of Sir Robert the manor reverted to Henry, the 3d Earl. By the "Inquisitio post mortem," after the execution of Earl Thomas in 1327, it is recorded that there were at that time nineteen *nativi* or serfs holding twenty-four oxgangs[2] of land, at a rent

[1] Estover—Lat. *Estoverium*—was in the middle ages a permission to cut wood for the purposes of agricultural implements or building.

[2] There is some difficulty in determining the exact quantity of a bovate or oxgang of land which varied in different places and at different times.

of £4 : 16s. per annum. At this time the lands of Liverpool were valued at £30 : 10s. per annum, and those in Wavertree at £7 : 9 : 4. In 1352, Henry Earl of Lancaster and Derby, made over the manor of Everton to John Barrett, at that time constable of the Castle of Liverpool, at the rent of £4 yearly. By failure of the issue of John Barrett, early in the seventeenth century, it became vested in the Crown as belonging to the duchy of Lancaster. Value.

In the 17th of James I. (1620) a negotiation was opened with the Crown for the confirmation of the copyholders' estates, and for granting the wastes and commons of West Derby and Wavertree to the copyholders, but it is said "the people of Everton were neither art nor part concerned in the measure." The arrangement proposed was, that the copyholders should pay to the Crown thirty years purchase on their quit rents, and on the decease of any tenant, or on a surrender a fine of one-third the yearly rent. Upon these conditions the copyholders were to have the commons divided amongst them at the yearly rent of 4d. per acre of $7\frac{1}{2}$ yards to the perch. The copyholders of Everton repudiated this agreement, and claimed a prescriptive right to the commons on payment of a customary rent of 13s. 4d. per annum, of which Kirkdale paid 6s. 8d. for liberty of common on part of the wastes. In 1629, the unfortunate King Charles I. endeavouring at a time of pressure to raise money from every available source, sold to certain citizens of London, amongst other possessions, the manor of West Derby. The grantees, by virtue of this purchase, claimed the manors of Wavertree and Everton as part and parcel of West Derby. This was resisted by the copyholders of the other two townships, which led to a long course of litigation, continuing down to the year 1639, when Wavertree and Everton having established their claim to be considered as separate manors, the manorial rights were sold by the king to the grantees of West Derby manor. In the same year the three manors were conveyed to James Lord Stanley and Strange. In 1667 Charles, Earl of Derby entered into an agreement with the copyholders, by which the copyhold rents were settled, and one-third part of the commons was allowed to be enclosed and leased to the copyholders. In the

Waste Lands.

Sale by Charles I.

Disputes.

Enclosures.

It really meant the area which could be kept in tillage by one pair of oxen. Allowing 13 acres to be a fair average, there would be 312 acres of enclosures in Everton, which is more by about 30 acres than the whole quantity of enclosures in 1716.

CHAP. XIII.

year 1702, by the decease of William, Earl of Derby, without male issue, the manor of Everton descended to his only surviving daughter, Henrietta Maria, Baroness Ashburnham. In 1716, by the united action of the copyholders, an arrangement was made by which, on payment of £115 and a rent of 1s. per acre, the trustees of Lady Ashburnham leased to the copyholders for a term of 1000 years, the whole of the remaining unenclosed lands, amounting to 115 acres of large measure (about 245 acres statute). Some disputes arose in consequence of the Everton lessees having enclosed lands claimed by the copyholders of West Derby; but in 1723 an amicable arrangement was come to by the grant to West Derby of 5½ acres of land and a payment in money of about £200. The manorial rights were sold in 1717 to Mr. Isaac Green, solicitor, who also purchased those of Wavertree and West Derby. One of Mr Green's daughters and co-heiresses married Bamber Gascoyne, Esq., of Barking, Essex. His son, Bamber Gascoyne, resided at Childwall Hall, and represented Liverpool in three Parliaments, from 1780 to 1796. The daughter and only surviving child of the latter married the Marquis of Salisbury, whose son and successor is the present lord of the manor of Everton.

Lease of wastes.

Disputes with West Derby.

Gascoyne.

Lands.

The ancient enclosed lands of Everton, the greater part of which are still held by copyhold tenure, were divided into three parts—the Hongfields,[1] the Whitefields, and the Netherfields. The Whitefields were probably so called from the colour of the surface (daisies or white clover). They occupied the area between Everton Road and Boundary Lane from west to east, and from West Derby Road to Breck Road from south to north.

Whitefields.

Netherfields.

The Netherfields covered the western slope of the hill below Netherfield Road north and south. The northern portion of these lands was open and unenclosed previous to the lease of 1716. The Hongfields were situated between Hongfield Lane (now Breckfield Road north) and the eastern boundary of the township. The greater part of these fields belonged to the lord of the manor. The name Hong or Hangfield has been supposed to mean the hanging fields, or fields on the slope, but this is scarcely probable, as the site is the least sloping of any in the township. The lands south of Prince Edwin Street and west

Hongfields.

[1] In Gregson's *Fragments*, in an abstract of an Inquisition, temp. Hen. VII. 1488, this name is spelt *Houghfield*; but as this spelling is found nowhere else, it is probably a clerical error. This inquisition recognises the threefold division as above.

of Everton Road are of freehold tenure, but how or when enfranchised I am unable to state. The cluster of dwellings forming the site of the original village are of ancient copyhold tenure. The remainder of the land in the township, being 255 acres or two-fifths of the whole, was as waste land comprised in the lease from Lady Ashburnham in 1716. These lands consisted of several detached portions. On the eastern side they occupied the space between Breckfield Road (south) and Oakfield Road, extending northward from Whitefield Road until they met the ancient Hongfields. Centrally they extended from east to west between Beacon Lane and Netherfield Road, and from the boundary of Kirkdale southwards as far as Priory Lane and St. George's Hill, including the site of Bronte House and the large field to the eastward, called the Great Sleeper.

Freeholds.

Leaseholds.

There can be no doubt that the cluster of houses forming the site of the ancient village of Hiretune, Yerton, or Everton, carry back their origin to a very remote antiquity. The progress of improvement, especially in the narrow and dangerous thoroughfare of the "village" so called, has swept away most of the ancient relics, but within the memory of persons now living, many quaint and venerable specimens still remained standing. Timber being scarce and stone abundant, the fronts of the houses usually presented pinnacled gables with mullioned windows. To some of these I shall have occasion hereafter to refer. Down to the latter end of the eighteenth century, Everton slumbered on as a quiet and retired agricultural hamlet. No "moving accidents by flood or field" interrupted the quiet tenor of its history.

Village.

The most memorable event in its annals, is the visit of Prince Rupert, who established his head-quarters during the siege of Liverpool, in 1644, at a cottage on the brow (now demolished), long known by his name.

Prince Rupert.

Mention may here be made of another relic of antiquity, also destroyed, which filled a prominent place in the landscape for several centuries: the ancient beacon, which stood on the highest point of the ridge, where St. George's Church has since been built. It was not a building of any great importance, but interesting from its position, being within sight on the east and north of the beacon towers on Billinge and Ashhurst hills, and in clear weather, of Black Combe in Cumberland, and on the west and south having a clear view of Moel Famma and the Denbighshire range, with Beeston Castle in the distance. Many

Beacon.

CHAP. XIII.

Beacon.

representations of it are in existence. It consisted of a tower of red sandstone about 18 feet square and 25 or 30 feet in height, in two storeys with a raised turret at one angle, having a receptacle for the faggots and brushwood used for the beacon fire.

Mr. Gregson, in his *Fragments*, expresses the opinion that the Beacon was erected about 1220 by Ranulph de Blundeville, Earl of Chester, on whom the manor was bestowed by Henry III. The date is in any case a mistake, as the grant was not made until the year 1229, but the statement is an assumption without the slightest authority. There are in existence several "inspeximus" rolls or inquisitions of the manors in this part of the country, taken in the thirteenth, fourteenth, and fifteenth centuries, which enter into very minute particulars, but in none of them is any mention made of the existence of this beacon.

When erected.

The probability is that it was erected in the reign of Queen Elizabeth, at the time when public feeling was strained to the highest pitch in expectation of the Spanish Armada, and preparations were made in every quarter to combine and utilise all the slender resources at the command of the country. With this the style of the architecture is perfectly in accordance.

Although professedly kept in repair by the township, the Beacon tower had fallen by the middle of last century into a state of dilapidation and neglect. It was inhabited occasionally by squatters, the last occupant having been an old cobbler, who resided there about 1783. At length, after a stormy night in the early part of 1803, the tower was found in the morning to have fallen to the ground. Whether some substantial aid had been given to assist the storm in the work of destruction, as was shrewdly suspected at the time, must remain a moot point.

Beacon destroyed.

Slow progress.

The progress of Everton down to a recent period was exceedingly slow. I have already mentioned that at the time of the inquisition in 1327, there were nineteen *nativi* or husbandmen. This would imply a population of about 100 to 110 souls. In 1790 the number of houses was 67, and the population only 370.

Soon after this date the beauty of the situation began to attract notice, and investments were made by some of the wealthier of the Liverpool merchants, and residences erected, principally on Everton Terrace, and on the west side of Netherfield Road. In 1802 the number of houses had increased to 87, and the inhabitants to 499. In 1816 there were 175 inhabited

A.D. 1802.

A.D. 1816.

houses, which would give a population of about 1060. Soon after this date the tide of population began to set in with greater strength. CHAP. XIII.

We possess singularly ample means of tracing the progress and transformations of this district. Mr. Robert Syers published his *History of Everton* in 1830. In this he gives a map which was prepared in 1790, showing every house and property, with the names of the owners, and other particulars at that time. He also presents us with an entire survey of the state of the township, made by himself in 1829, in which almost every inhabitant of the least note is distinguished by a most Boswellian minuteness of portraiture, and a *naïveté* which is racy and amusing in the highest degree. From the year 1830 to 1875 I am able from my own observations to supplement the earlier descriptions. Let me then entreat the courteous reader to entrust himself to my guidance whilst we make a perambulation, and note whatever appears interesting or remarkable in the wondrous changes which this locality has passed through during the last half century. Syers's History. A.D. 1830.

We will commence our survey at the top of Richmond Row, the old highway to Everton. This was originally a narrow deep sandy road, which went by the name of Causeway Lane. A little below Soho Street, on the south side, stood the Loggerheads Tavern, a long low building, which served as a halfway house of call for the visitors to the rural village up the hill. The building still remains, but much modernised, and converted into a gin palace. Richmond Row.

After passing Boundary Place, a row of houses displays itself on the left, the fronts of which are set back within an enclosed area, and curved into the crescent form. This is Everton Crescent, once upon a time considered as a very aristocratic quarter, and the first link in the chain connecting Everton with Liverpool. These houses were erected in 1808, and the years following, by Messrs. Webster, Bibby, and others, who jointly purchased two fields extending back as far as Upper Beau Street, and laid them out as building land. The Crescent houses were large and commodious, with pleasant gardens at the back. Mr. John Wright, mayor in 1816, resided for several years in the Crescent. Those who are curious to learn further particulars of the residents in 1830, with a little pleasant chirruppy gossip concerning them, will find it all duly recorded in Mr. Robert Syers's history. Everton Crescent.

CHAP. XIII.

Decay.

With the progress of time and the advance of building, Everton Crescent lost the bloom of its youth. Its wealthy denizens flitted to more congenial neighbourhoods, and though it struggled vigorously for some years to maintain a sort of quasi respectability, it was at last obliged to succumb. Its larger houses were subdivided into smaller tenements, and recently even the abode of the quondam chief magistrate has been converted into a gin palace, which has obtruded its audacious front, covered with gilding and plate glass, across the area, even to the front of the street.

Holmes.

Above Watmough Street a row of noble houses was erected about 1826, by Messrs. John and Henry Holmes, who filled at one time a very high position in the mercantile world. Mr. John Holmes occupied the civic chair in the year 1849-50. The firm were bankers in Douglas, Isle of Man, where they were largely engaged in the herring-fishery, and in chemical manufacturing in Liverpool. At the decease of Mr. John Holmes, who was the last surviving partner, about 1854, it was discovered that the reputed wealth of the firm had no real foundation. The bank in Douglas closed, involving in ruin many of the poor islanders; and the complicated affairs of the firm were wound up under the direction of the Court of Chancery. These houses have undergone the usual transformation, another gin-palace having absorbed two of the mansions, and thrust itself over the area into the street.

M'Knight.

A little above these houses formerly stood a handsome villa, commenced about 1790 by Mr. William Mayor, and completed by Mr. Nathaniel M'Knight. The grounds of this house extended back a considerable distance. The site is now covered by shops and cottages.

Acre House.

The detached house at the corner of Netherfield Road, formerly called Acre House, was built before 1790, having a large garden attached. In 1822 it was the residence of Mr. William Dixon, manager of the City of Dublin Packet Company. On December 4 in that year, by the effect of a storm of wind, a stack of chimneys was precipitated on the roof of the house, and caused the death of two infant daughters of the occupier. In 1845 the grounds were broken up, and a row of houses built on the garden, fronting Everton Brow.

Open fields.

Let us now turn to the opposite side of the Brow. Prior to 1830, the district now so populous and crowded, lying between Everton Brow and Islington from north to south; and from

Everton Road to the boundary of the borough, a little above Soho Street, from east to west, was almost entirely open fields. With the exception of a few houses in the village, and Mr. Gregson's house at the corner of Everton Road, not a single dwelling existed; nor were there any roads across the land.

I have already described in Chapter XII. the pleasant enclosure of Birchfield, with its three detached villas, the northernmost of which belonged to Mr. William Ewart. About 1810 he added to his possessions three fields, extending from his mansion northwards to Everton Brow, fringed with a row of noble Lombardy poplars. These fields are now the site of Rokeby, Canterbury, and the neighbouring streets. A great part of the remaining land to the eastward belonged to the family of Shaw of Everton. It had previously been the property of the Halsalls, one of the oldest families connected with Everton. In 1667 William Halsall and Robert Carter were deputed by the copyholders to negotiate with Charles, Earl of Derby, for a settlement of the fines and quit rents, and for the enclosure of one-third part of the commons. In the lease of the commons from Lady Ashburnham's trustees in 1716, Henry Halsall has about 55 acres (statute) allotted to him. The last of the Halsalls died about 1780, without issue, leaving his property to his widow, who married Mr. John Shaw, of Liverpool, and on her decease bequeathed to him the Everton estate.

Ewart.

Halsalls.

About 1826 Mr. Thomas Shaw, who had succeeded to the property, conceived the idea of bringing this land into the market for building. The first step was to cut a street through the domain connecting Moss Street, on the south, with Netherfield Road, on the north. This was a communication much needed, as up to this date persons travelling north and south were obliged to make a detour either along Everton Road, to the east, or along Soho Street, to the west. The cutting of this road was a work of considerable time and labour, the surface being very uneven and the ground hard, solid rock. At the latter end of 1829 the street was opened through, and building commenced on the west side. The houses were required to be built to a uniform design, and of a superior class. The streets to the west of Shaw Street: Salisbury Street, Canterbury Street, etc., running north and south, and William Henry Street and Langsdale Street (originally Church Street, Soho), running east and west, followed soon after. The original design was to form a new quarter of respectable dwellings; but in all such cases

Shaw.

Shaw Street.

Salisbury Street, etc.

CHAP. XIII.

the wants of the people are the supreme law, and predominate over all arbitrary regulations. The demand for large houses slackened, while the multitude clamoured for more and more accommodation, and thus it came to pass that streets commenced with a certain amount of pretence and style gradually degenerated into mere rows of cottages. Canterbury and Salisbury Streets may be taken as examples. At the south end a number of goodly mansions were erected between 1830 and 1835. The demand subsequently fell off, and the land remained many years idle. When building revived a lower class of house was called for. As we proceed northward along the streets a visible deterioration will be manifest, until at length the buildings merge into rows of mere cottages, courts, and alleys. Shaw Street, owing to the special restrictions imposed on building, has better maintained its respectability, though there can be no doubt that the large houses originally erected have lost much of their prestige.

Canterbury Street, etc.

Let us now take a glance along the streets of this quarter. It does not boast of a large number of public buildings, but some of them are well worthy of notice.

Shaw Street.

Entering Shaw Street from the north end, we have a further illustration of the deterioration of which I have spoken. The land on the east side as far as St. Augustine's Church was laid out originally as pleasure-ground for the benefit of the large houses in Shaw Street. As this arrangement was only for a limited time, strenuous efforts were made to induce the Corporation to purchase it; but being unsuccessful the land has been divided into building plots and covered with small houses.

Welsh Wesleyan Church.

The first building which attracts our attention is the Welsh Wesleyan Church or Chapel, erected in 1866. It is not very ecclesiastical in its appearance, but the design of the façade possesses considerable merit. It presents an advanced centre, with three arched entrances below, and an open loggia above, having eight Corinthian columns, in pairs, supporting an entablature, with pediment over. The recessed flanks are in a similar style. We are, unfortunately, too much reminded of the shop-keeper who placed all his goods in the window. The design is all front. The wings overlap at the sides, reducing the real corpus of the building to a mean-looking brick structure which is starved by the finery displayed in front.

St. Augustine's.

St. Augustine's Church stands in a very prominent position, on an elevated platform on the east side, forming a suitable

termination to the vista along Langsdale Street. This was the first building erected in the district. It was built in 1830-1, from the designs of Mr. Broadbent. The style is what may be termed the severe Greek. The windows have the odious form, which had a short run of fashion about forty years since, of diminishing in their width upwards. Indeed, the whole design has the appearance of a reduced impoverished copy of the Church of St. Pancras, London. The tower, square in its lower stage, octagonal above, with columns at the angles, points in the same direction.

College.

Immediately contiguous to St. Augustine's stands the Collegiate Institution, or the Liverpool College, as it is now called, one of the three excellent institutions for high class education of which Liverpool can boast. Of these the Royal Institution School was the first in point of time. The High School of the Liverpool Institute (originally the Mechanics' Institution) followed. This being established on a purely secular basis, it was thought desirable to found another educational institution, combining High, Middle, and Lower Schools, in connection with the Established Church. The scheme met with very cordial support, and on October 22, 1840, the foundation stone of the present building was laid by the late Earl of Derby (then Lord Stanley). On January 6, 1843, the building was opened with great *éclat*, on which occasion the Right Hon. W. E. Gladstone delivered one of his noblest orations. From that time to the present the schools have been carried on with great success, many distinguished scholars having here received their elementary education. In the year 1870 the Liverpool College had the distinguished honour of saluting one of its pupils (Mr. Pendlebury) as the Senior Wrangler of the University of Cambridge. Our business, however, is more with the material structure. The architect was Mr. Harvey Lonsdale Elmes, at that period in the full tide of his short but brilliant career.

College opened. A.D. 1843.

Design.

The design of the front façade is simple, broad, and noble, but a little too suggestive of the front of King Edward's Schools at Birmingham, designed by Sir Charles Barry. The building is erected with red sandstone, in the Tudor Gothic style, displaying an advanced centre, having a bold arched recess and octagonal angle turrets, with corresponding wings, having large projecting oriels. The connecting flanks have buttresses, with octagonal pinnacles. The building is divided into four storeys, the upper one lighted from the roof. The summit of the front

CHAP. XIII.

Building.

is crowned with a crenellated battlement. The centre gable contains the arms of the institution, with the motto, "Non solum ingenii, sed etiam virtutis." The internal plan is simple and well-arranged. Provision is made for the three departments of the High, Middle, and Lower Schools, without interference with each other. The lecture-room is in the rear of the building, octagonal in form, with two galleries. It is capable of accommodating a large audience; but in this respect too much has been attempted, the increase of accommodation being obtained at rather too great a sacrifice of comfort. It is unfortunate that the building has been brought too near the street. Exception also might be taken to the large blocks of stone with which the masonry is constructed, as being contrary to the genius of the style adopted; but for neither of these defects is the architect responsible, as he was not employed to carry out his own design.

Baptist Chapel.

On the south of the college stands a chapel belonging to the Particular Baptist denomination, which was erected in 1848, after the sale of Byrom Street Chapel to the Railway Company. It is a red brick building, with stone dressings, having a recessed portico in the centre of the front, with two columns between antæ, and a pediment over. It is almost an exact reproduction in design of the Church of St. Matthias, which stood on the site of the Lancashire and Yorkshire Railway Station, Great Howard Street, and was burnt down April 10, 1848.

Presbyterian Church.

Nearly opposite stands the Reformed Presbyterian Church, which has a neat white stone Gothic front, having two turreted buttresses, with panelled pinnacles, terminated by crocketted finials. The windows have geometrical tracery.

St. Francis Xavier's.

Church.

A little lower down the hill, occupying an extensive isolated block of land, fronting Salisbury Street, we find the Church of St. Francis Xavier, with the Jesuit College and schools attached. This is the most extensive ecclesiastical establishment in Liverpool, and does credit to the energy, enterprise, and perseverance of the reverend fathers by whom it is carried on. The church was erected in 1849-50, from the designs of Mr. Scholes, of London, and the collegiate and school buildings have been in a constant state of progression down to the present time. The church may be fairly pronounced one of the most successful specimens of church architecture in the town. There is nothing about it flaunting or pretentious, but everything is in good taste and in perfect harmony. The north end, which corresponds to

the ordinary west end—the Catholics not being pedantic as to orientation—displays a centre, with two subordinate aisle gables. The window tracery is geometrical, of that light elegant character taken from Beverley Minster or the choir of Lincoln Cathedral. The side front to Salisbury Street has seven bays, with windows having two lights each, with buttresses terminating in gabled pinnacles. There is a tower at the north-west angle 80 ft. in height, in three stages, with bold set-offs. The principal entrance is under the tower, having a centre pier, with geometrical tracery and crocketted gable. The interior is pleasing, having nave, aisles, and clerestory, the pier arches supported by polished shafts of Drogheda limestone. It is scarcely so successful as the exterior. In front of the choir there is an enormous cross of wood, gilt and richly ornamented, which is regarded by some as a masterpiece of art. To others it appears as a tasteless excrescence. Who shall decide? Shall we say, "De gustibus non disputandum est"? The buildings of the College High School, adjoining, are of red brick, with stone dressings, in a florid late style of mediæval art. Recently some further erections have been made in a style somewhat varied, and a large red stone school building for the poor has been built behind. There is something interesting in this gradual agglomeration of conventual buildings of varied style and character, combining into one group, which carries us back into the ages when priories and convents constituted a large portion of the architecture of every city. There is one blemish, however, which cannot be too soon removed. In front of these groups of buildings, all harmonising together, as partaking of the mediæval character, there stands a large ordinary brick house, having no character at all, but that of commonplace. Probably, however, it is doomed, and only waiting for the sentence of execution.

Church.

Schools.

School buildings.

A hundred yards distant, on the west side of Salisbury Street, the schools belonging to St. Augustine's Church present a very neat façade, in the Gothic style, consisting of a main gable, with bold projecting buttresses, a tower, with conical slated roof, and some minor erections of corresponding character.

St. Augustine's Schools.

A little more to the northward, at the corner of Salisbury and William Henry Streets, stands the large block of buildings forming the schools of the Crescent Congregational Church. The building was erected in 1847, at an expense of about £5000, and is a noble example of philanthropic effort by a single nonconformist congregation. The exterior design is

Crescent Schools.

CHAP. XIII.

Elizabethan or Jacobean in style, in a bluish white stone, with red stone dressings. The building has since been made over to the Liverpool School Board.

St. Timothy's Church.

Farther to the north-west, fronting Rokeby Street, the Church of St. Timothy rears its modest front, in red brick and white stone. This is essentially a poor man's church, all the seats being free. Wedged in between the adjoining houses, there is little room for architectural display, even had the means permitted it. The main feature of the front is a three-light window, with flowing tracery and gable above, flanked by a small tower, crowned with a slated spire, having an open gallery under the base. The church itself, owing to its position, is necessarily lighted by skylights.

Crescent Chapel.

Turning up Everton Brow, a walk of a few yards brings us to the Crescent Congregational Chapel, erected in 1835-6, in lieu of the chapel in Hotham Street described in Chapter VIII. The building is large and commodious, built with white stone in the classical style. The front to Everton Brow has a recessed portico in the centre, with fluted Ionic columns in antis, surmounted by a pedimented gable. The architect was Mr. Joseph Franklin, who filled for some years the office of Corporation surveyor.

Streets.

Ascending the brow, we will next cast a glance at the conglomeration of streets between Shaw Street and Everton Road. The arrangement at first sight seems what Brother Jonathan would call "*slantindicular*," both vertically and horizontally. The steepness is, of course, natural. The oblique and irregular lines of street arise from the disposition of the old boundaries of the land, it being one of the peculiarities of Liverpool building that any combination of different owners so as to produce regular lines has been almost entirely ignored. A painstaking antiquary may almost always be able to trace in the tortuous avenues and oblique angles the original form of the fields before they were covered with houses. This district was laid out in streets and covered with buildings in the twenty years between 1842 and 1862.

Brunswick Road.

Turning to the right, up Radcliffe Street, we pass successive rows of monotonous cottages until we emerge near the upper corner of Brunswick Road. As this thoroughfare is in the township of West Derby, it is not included in our present survey. The corner where Everton commences is brilliant with the usual flaunting ornamentation of the gin-shop. This corner was in

former times well known by the name of "Gregson's Well," from a public spring, which was surrounded by an iron palisade, with steps leading down to the level of the water. At the early part of the eighteenth century there existed here a modest mansion, with a small demesne attached, belonging to and in the occupation of Dr. Daniel Fabius, most probably a German by birth or extraction. Dr. Fabius[1] was of the Baptist persuasion—or Anabaptists, as they were called in those days—and he collected round him, about 1700, a small congregation, who worshipped in his house. A chapel was subsequently erected, which appears to have been taken down when the congregation removed, in 1722, to the chapel in Byrom Street, afterwards St. Stephen's Church. In 1707 a small plot of ground fronting Everton Road was presented to the Baptists by Dr. Fabius for a burial-ground, which continued so to be used by the denomination until the construction of the Necropolis, in 1825. Dr. Fabius died comparatively young and was interred in the little cemetery, where his tombstone is to be seen, with the following inscription :—

Gregson's Well. Dr. Fabius. Chapel. Removal. Burial Ground.

In this dormitory reposeth the body of Daniel Fabeus, who departed this life ye 12th of Aprill, 1718, aged 37.

After remaining more than forty years neglected and almost forgotten, the cemetery has recently been made use of as a site for a chapel, which covers a large proportion of the area, leaving only a narrow margin round. What has become of the remains of mortality of which the ground was full; whether they were dug up and "scattered at the grave's mouth, as when one cutteth and cleaveth wood upon the earth," or whether they were only disturbed sufficiently to carry down the walls of the building, I am unable to say; but in any case the bad taste of the whole proceeding cannot be too much reprobated. The tombstones have been torn away from the family graves and placed upright round the walls of the enclosure, where they bear silent and reproachful testimony to the sacrilegious violence which has been practised on them. In themselves they are very interesting records of old and respectable Nonconformist families, the Johnsons and Houghtons, the Barneses and Wedgwoods, the Hopes

New Chapel. Desecration.

[1] In the certificate of the Clerk of the Peace, enrolling the house as a place of worship, he is styled "Daniell T. Fabius, alias *Beany*, practizer of phisick at Everton." This translation of the name *Fabius* into English is very curious.

CHAP. XIII.

and the Holmeses, the Smallshaws and the Fishers, etc. The Indian savage will travel hundreds of miles to visit the graves of his ancestors, and deposit some small token of his reverence for their memory. The Christian of the nineteenth century estimates the tombs of his fathers at so much per square yard, and to save the cost of a few hundred pounds, builds the walls of his temple upon their bones!

Johnsons.

After the death of Dr. Fabius the house and land were bought by the Johnsons, who were very prominent people in Everton at that period. By them the house was enlarged. About 1786 the property was purchased by Mr. William Gregson, almost rebuilt, and fitted up in a style of magnificence. The Gregson family occupied an important place in Liverpool for many years. William Gregson was mayor in 1769, and John Gregson in 1784.[1] When the alterations were in progress Mr. Gregson fancied the public road came too near the front of his house. The overseers of the highways, willing to oblige so magnificent a personage, consented to alter it, so as to give adequate space in front of the mansion. Hence the awkward curve in the road as it now exists, which it would cost thousands of pounds to make straight.

Gregson.

Necropolis.

At the opposite corner is the Necropolis, or city of the dead. During the first quarter of the present century the provision for interment in Liverpool was deficient and discreditable. The burial-grounds of the parish churches, St. Nicholas's and St. Peter's, had become overcharged to such an extent that it was a common practice to take up the old coffins in order to make room for fresh deposits. St. John's large cemetery was originally intended for the poor, and had become crowded with the remains of mortality. Whatever small space existed round the churches was eagerly availed of even in the most crowded and public thoroughfares. The Nonconformists were even in a worse plight. Their places of worship being usually surrounded by very narrow strips of land, every available nook and corner had to be economised for the purposes of interment. With a view to remedy this state of things, a company was formed in

[1] William Gregson senior died at his house in Everton, November 28th, 1800. He was for many years the senior member of the Council. William Gregson junior was town-clerk in 1780 for about a year. John Gregson his brother was a banker and Receiver-General of the land-tax. He resided at the house in question, where he committed suicide by hanging himself, April 21, 1807, aged 52.

1823 for the establishment of a cemetery which should be open to all sects and parties. A field called the Mill Hey, containing about five acres, was purchased from Mr. Plumpton; and on February 1, 1825, the first interment took place, being that of Mrs. Martha Hope, a member of one of the old dissenting families of Liverpool. The service was performed by the Rev. Dr. Raffles, who delivered an address appropriate to the occasion. The ground was laid out in a manner much superior to anything of the kind hitherto adopted. The buildings and entrance were designed by Mr. John Foster. They consist of two pedimented gables, connected by a colonnade in the Grecian Doric, with the entablature and details fully carried out. The style is massive and grave, well suited to the purposes of the structure.

A.D. 1823. Opened, A.D. 1825. Buildings.

For a long period this cemetery enjoyed a large amount of popularity, and the shareholders divided a considerable percentage; but after a prosperous career of about thirty years it rather began to decline. Other cemeteries in accordance with the growing public feeling had been established. Most of the ground had been occupied, and about 1857 a discovery was made which caused a tremendous explosion of public indignation. It was divulged that remains deposited in the Necropolis had not been left undisturbed, but in several instances had been removed into common pits, to make room for fresh interments. Many stormy indignation-meetings were held; a prosecution of the guilty parties was threatened, but never carried out. A Government inquiry into the circumstances took place, which resulted in the cemetery being closed for all interments except those in family graves.

Revelations. Cemetery closed.

Adjoining the Necropolis, on the north side, there formerly existed a handsome mansion, with about an acre and a half of pleasure-ground. It was erected about the middle of the eighteenth century by a family named Bridge. It was afterwards occupied in succession by Richard and William Statham, who each filled the office of town-clerk. It was subsequently the residence for many years of the Rev. Jonathan Brooks, rector and archdeacon of Liverpool. Few men have enjoyed in their day and generation more general respect than fell to the lot of Archdeacon Brooks. Of a dignified and noble presence, his manners were genial, courteous, and with perfect truth it may be said, those of a gentleman. When presiding at vestry meetings in the stormy times of contested church-rates, when occasionally very strong language was indulged in, a quiet

Statham. Archdeacon Brooks.

CHAP. XIII.

Archdeacon Brooks.

pleasant remark from the "old rector" would calm the troubled waters, and frequently cause all parties to laugh at their own violence. He died in 1856. His great popularity led to the erection of a memorial statue in St. George's Hall, by B. Spence. With all respect to his memory, it is difficult to see the grounds for a public recognition of this character. Statues in our local "Walhalla" should be reserved for men who have distinguished themselves in some way above and beyond their contemporaries, either by enlarging the circle of human knowledge and power, or by some great public benefit conferred. If every clergyman who respectably performs the duties of his sacred office is to have a statue erected to his memory, all honour and distinction by such a tribute would be lost. Mr. Brooks died in 1856, and not very long after the house was dismantled, and the land occupied by buildings.

Dr. Gleave.

Boyd's Tavern.

Adjoining Mr. Brooks's, on the northward, a good house was built about 1782 by Dr. Gleave, a medical man, who previously resided in Dale Street. An old public-house had existed on the site called "Boyd's," which was much frequented by holiday parties, having a reputation for superior cookery. The memory of Dr. Gleave is preserved in the name of the street cut through his grounds. The mansion was removed about 1862. The

Everton Road.

above were all the houses existing in Everton Road, north of the village, down to 1824.

View, A.D. 1820.

I may here say a few words on the beauty of this locality in the olden time. I have before me a fine water-colour drawing by the late Charles Barber, taken about 1820, giving a prospect of the northern end of the road, taken from a point about opposite the present Gleave Street. The view is charming. On the left a fine avenue of noble trees extends to the corner of the village. The road is narrowed by an old gabled farm-house and buildings, standing on the site of the present Audley Street, beyond which a peep of the village is seen through the vista bathed in sunlight. On the east side of the road, occupying the main portion of the view, is a wood of trees of large and ancient growth, and of varied tints, whilst the foreground consists of steep broken banks, such as the early primrose and violet love to nestle in.

Building, A.D. 1824.

The first inroad which was made in the rural beauty of this road was in 1824, when Mr. James Plumpton, the owner of a large portion of the land on the west side, laid out the front part for building a row of commodious double-fronted houses.

About 1830 the most serious blow was struck, by the invasion of the builders on the fields at the north end of the road, corner of the village, belonging to the family of Fisher, when the grove disappeared, and the lovely little dell, through which a rivulet had at one time flowed, was filled up and converted into the present Fitz-Clarence Street. From that time the work of demolition and reconstruction proceeded with more or less rapidity, the class of buildings constantly deteriorating with the advancing tide of population. Latterly, the mansions built by Mr. Plumpton have to some extent been converted into shops, but hitherto with very little success. Everton Road has at length become a dense thoroughfare of a somewhat shabby and second-rate character, which would require a very powerful imagination to invest it with its long faded beauty.

Land laid out.

Progress.

Our scene now shifts to the village, so called, which still retains its ancient name, and until a very recent period still retained something of its ancient character. Let me describe it as it appeared a few years ago. The first house, entering from the south, was the mansion of Mr. Shaw, or "Squire" Shaw, as it was the custom to call him from his property and influence in the neighbourhood. It was originally built by the Halsall family, whom the Shaws succeeded, and was the dominant house in the village. Immediately opposite this house stood an ancient cross, afterwards converted into a sun-dial in the middle of the open area, originally, no doubt, the village green. This was removed in 1820. The original village, the abode of the nineteen families of *nativi* who constituted the population in 1327, extended from the corner of the present Eastbourne Street, on the brow of the hill, in a curved line to the corner of Breck Road. At the extreme west end, on an escarpment of rock, stood Prince Rupert's Cottage—a long, low, thatched building of stone. It was a humble dwelling of four apartments, with clay floor and walls, but was probably as good a domicile as any the neighbourhood contained when the Prince took up his quarters there in 1644. One advantage it possessed in the clear unbroken view which it commanded of the valley below, and the little mud-walled town which the Prince contemptuously styled "a crow's nest."

Village.

Shaw.

Ancient Cross.

Prince Rupert's cottage.

Above this cottage stood a number of solid-looking substantial houses, one pair semi-detached, built by Messrs. Goring and Green, about 1775. One of these was subsequently occupied by Mr. George Syers, of whom honourable mention has been

Goring and Green.

CHAP. XIII.

made in Chapter II. of this veritable history. The next house but one above belonged to the family of Seacome, who possessed large property in Everton, and who resided here for many years. After the decease of Mr. John Seacome, some time in the latter half of last century, without male heirs, the property descended to the Ellisons and Fishers. This portion belonged to the Fishers, who sold the land for building about 1830. This house is the only one of the original buildings remaining in the row in which it stands, all the others having been taken down, and their place occupied by modern buildings.

Seacome.

Fisher.

We will now cross to the opposite side of the street. Commencing with the western end we find the old coffee-house still remaining, though transformed from a quiet village hostelry into a flaring dram shop. This was first licensed as a public in the year 1770, and from its commanding situation and delightful view was a favourite resort on Sundays and holidays. It was for nearly thirty years in the occupation of William Halliday, a shrewd old Scotchman who was exceedingly popular with his customers from his caustic dry humour. For some distance upwards very little alteration has taken place during the last half century, excepting that the neatness and order which once prevailed have degenerated into neglect and squalidity.

Coffee-house.

A.D. 1770.

William Halliday.

A little above the coffee-house we come upon the former seat of the manufacture for which the locality has been famous for more than a century, the far-famed "Everton Toffy," of which the juveniles of the present day, and many who were juveniles of the past, have such pleasant recollections. Though the shop before us was long one seat of the manufacture, it originated a little higher up the hill, where a certain Molly Bushell dwelt in a cottage about 1759. It is said that the recipe for the delicious compound was not the invention of Molly herself, but was given to her by a medical gentleman of Liverpool out of kindness. Would that his name had been handed down to posterity! Many men have had noble monuments erected to their memory for far less benefits to the human race. Be this as it may, Molly proved a worthy depositary of the secret. Her fame spread far and wide, and Everton toffy has long taken its place along with Banbury cakes and Ormskirk gingerbread as one of the classical *confitures* for juvenile delectation. The manufacture is still carried on by the descendants of Old Molly, who have so well preserved the secret that no imitations have ever yet been found which equal the original.

"Everton Toffy."

Molly Bushell.

Above the toffy shop may be observed a cluster of dilapidated wretched-looking cottages and buildings which seem sadly out of place in an improving neighbourhood. This was formerly a scene of busy industry, being the residence and yard of Mr. John M'George, for many years emphatically *the* builder of Everton. He was, as his name indicates, a Scotchman, who settled in Everton at the beginning of the present century, and by industry and enterprise realised a handsome competence.

M'George.

From hence to the north-west angle of the village formerly stood some of the oldest houses in the vicinity. They were metamorphosed from time to time, converted into public offices, and finally removed to make way for the Welsh Chapel which now stands on the site. This was erected in 1868 in a sort of Byzantine style of architecture, by no means unpleasing in its design.

Welsh Chapel.

It is curious to note the manner in which the different nationalities locate themselves in particular situations. In Liverpool the Irish are principally to be found clustered in Scotland and Vauxhall Wards, where Catholic churches abound, and the Tipperary brogue may be heard in all its richness. Everton is the Goshen of the Cambrian race. Its modern development is almost entirely the work of Welsh builders, several of whom, it is pleasant to record, have succeeded in amassing considerable property by their exertions. A large part of the population is from the principality. Chapels in which the service is conducted in the Cymric tongue abound. Placards in the Welsh language may be seen on the walls and Welsh newspapers in the shop windows. The sharp click and guttural intonation of the Cambrian dialect may be heard from many a cottage door. On the whole they are an industrious, steady, sober race. Everton is now principally inhabited by the working classes, and it may be said to their honour that there is no part of the town more orderly, more free from beggary and squalid poverty than this district.

Nationalities.

Welsh in Everton.

Above the chapel the village proper takes a turn to the north. This was formerly a narrow tortuous alley, lined with irregular antique-looking houses. In 1868 the road was widened and straightened, the houses on the west side being removed. Those on the east have undergone considerable change, but some still remain. I will briefly indicate the salient points.

Improvements.

A house and garden at the south-west corner was long the residence of the family of Rice, who were old inhabitants and

Rice.

CHAP. XIII.

A.D. 1716.

proprietors in the township. William Rice was one of the allottees of the common lands in 1716. The family is extinct in the male line, and the property distributed amongst the collateral branches. The house was taken down in 1868.

Hodgson.

Hodson or Hodgson Street, on the opposite side, commemorates another Everton family. The estate, of which this is a portion of the site, belonged in 1790 to Mr. John Strong or

Stronge.

Stronge. Matthew Stronge was mayor of Liverpool in 1768, and afterwards filled the office of Corporation Treasurer. Mr. Strong sold the property to Mr. Thomas Hodgson. From a narrow entrance in the village, the land expanded behind into several fields, which were laid out for building about 1835, and are now covered. The house in front has been removed.

Johnsons.

Immediately adjoining Hodson Street on the north, one of the old houses remains, a square brick building, formerly the residence of a very old Everton family, the Johnsons, who seem to have been almost indigenous to the soil. In the allotment of the Commons in 1715 no less than four persons of this name have considerable portions awarded to them. John Johnson, the last of this branch of the family, was a shrewd but somewhat eccentric man. Mr. Syers tells an amusing story of him. Mr. Joshua Rose, when building his mansion in Netherfield Road, about 1785, wanted an additional piece of land which belonged

Rose and Johnson.

to Johnson, who asked for it rather a high price. Mr. Rose seemed indifferent, and let the matter lie over. In the meantime, a favourite mare of Mrs. Johnson's, died and was buried in the field in question. When Mr. Rose applied again about the land and offered to give the price, Johnson raised his demand by fifty pounds, alleging in a sarcastic strain of sentimentality that he could not part with the remains of poor "Smiler" for a less sum. There being no alternative, the bargain was struck, and the money paid. Johnson was in the habit of relating the story with great gusto, observing with a sly wink that he was the first man that had ever sold a dead horse for fifty pounds.

Tatlock.

Johnson died without male issue. His only daughter was married to the Rev. Henry Tatlock, whose descendants inherited the estate.

Heyes.

The next property on the north shows a commodious house set back some distance from the road, with an ornamental drive, and a large garden behind. This site, with a great part of the other property in the neighbourhood, formerly belonged to the Heyes's, one of the original Everton families. By marriage this

property passed to the Rowes, who resided here for some time. It was subsequently sold to Mr. James Plumpton, who about 1830 took down the old house and erected the present mansion. CHAP. XIII. Plumpton.

The next house to the north, with stone front and mullioned windows, was the residence of the Heyes's. It bears the inscription on the front "Thos. Heys, 1734." This property passed by marriage to the Pykes, who also owned large property in Everton, and erected several of the houses in this immediate neighbourhood. On the west side of the road immediately opposite formerly stood a mansion erected by Mr. John Pyke, who resided there for many years. Heyes. A.D. 1734. Pyke.

At the four lane ends we will turn westward down Rupert Lane. In 1790 the whole of the land on the north side was the property of Mr. William Harper, mayor in 1804. Soon after 1790 he erected the noble mansion which still remains, and laid out the grounds and accessories in a style of princely magnificence. Mr. Harper accumulated a very large fortune, and retired to pass the evening of his days on an estate he purchased in Cheshire, where he died in 1815. After his removal it passed into the hands of Mr. Charles Shand, who also resided on the spot. It was subsequently sold to the Government and converted into cavalry barracks, for which the extent of its accommodation and its salubrity of position rendered it admirably adapted. The eastern part of the property has undergone considerable change. The house fronting Rupert Lane was the residence of Dr. J. P. Brandreth, an eminent physician of Liverpool. His father, Dr. Joseph Brandreth, came from Ormskirk and settled in Church Street, Liverpool, about 1780, having succeeded to the practice of Dr. M. Dobson on his removal to Bath. He filled a very high place in the medical profession. Rupert Lane. Harper. Shand. Barracks. Dr. Brandreth.

The south side of Rupert Lane has only been built on in the upper part within the last few years. On this side formerly stood the smithy of the village, with the smith's cottage adjoining. The last tenant, Mr. George Mercer, was a man of considerable intelligence. He possessed the peculiar faculty, of which other instances have been adduced, of recognising the build and peculiar features of a ship at almost incredible distances. It was formerly the custom when a ship was descried in the offing for a flag to be hoisted by the keeper of Bidston Lighthouse, for which purpose poles were provided along the ridge of Bidston Hill, each merchant having his own. It is recorded that George Mercer's powers of vision, though so much George Mercer. Mercer's power of vision.

CHAP. XIII.

further distant, frequently put to shame the vigilance of the lighthouse-keeper. His assistance in this way became so valuable that a small observatory was erected, from which he could sweep the horizon seaward at flood tide, and report the distantly approaching vessels. Mr. Mercer afterwards entered into business in a more extensive way, and realised a handsome competence, on which he retired. He died in November 1819. The site of the smithy is now covered by a row of three good houses, near the lower end of Rupert Lane.

Everton Terrace.

Arriving at the bottom of Rupert Lane, let us turn to the north along Everton Terrace. This was formerly called Middle Lane, but about 1817 the name was changed to that which it now bears.

Welsh Chapel.

The first object which arrests our attention is the chapel with two towers, standing between Everton Terrace and Netherfield Road. This belongs to the Welsh Independents, and was erected in 1867 for the Rev. John Thomas, formerly of the Tabernacle, Great Crosshall Street. The architecture is rather ambitious, partaking somewhat of the Byzantine in its character. The position is commanding, the building being conspicuous from a long distance.

The buildings forming the tongue between the two roads were erected about the beginning of the present century by Mr. Ellinthorp. Joseph Ellinthorp, who was originally a draper in Marshall Street, and afterwards a manufacturer in some branch of the cotton trade, which he carried on in Gildart's Gardens, Bevington Bush. He resided on these premises in Everton, where he died in 1829, at the advanced age of 88 years.

The property adjoining on the north formerly belonged to Backhouse. Mr. Daniel Backhouse, an eminent merchant at the end of last century and the beginning of the present. To the northward Roach. of this, Mr. George Roach, about 1810, erected a handsome villa. For the land on which it stood he paid the price, unprecedented at that time, of thirteen shillings per square yard. Both these properties were subsequently purchased by Mr. Hope. Samuel Hope, banker, in order to protect himself from annoyance, he having erected in 1828 on the summit of the hill immediately opposite a noble stone mansion. The upper house is now occupied by the "Home" for unfortunate females. The lower houses are the seat of the Industrial Ragged Schools.

In this locality, on the east side of the road, formerly stood

CHAP. XIII.

an old house and outbuildings, called the "Throstle's Nest," said to be the most ancient in the township. It projected inconveniently into the street, and was purchased in 1810 by Mr. Roach, who took it down, and erected the stabling which now stands on a part of the site. "Throstle's Nest."

Everton Terrace, as we proceed northward, consists at the present day almost exclusively of cottages. On the west side, courts and alleys descend precipitously by flights of steps and terraces to the streets below, the irregular lines of which frequently approach the picturesque. Between the piles of houses, even now, occasional peeps may be got over the vast town below to the ocean, and distant lines of mountains beyond. On the east side a number of monotonous streets climb the hill into Church Street (now Heyworth Street). Only comparatively a few years ago, this brow of the hill was lined with a series of fair and goodly mansions which dominated over the landscape, and little anticipated their coming doom. Before their memory has entirely passed away, let me put on record a few of the names and associations connected with them. Cottages. View.

Beyond Mr. Hope's mansion stood two villas in a very conspicuous position, built by Messrs. Alcock and Rylance, afterwards the property of Mr. John Higginson, partner in the once great firm of Barton, Irlam, and Higginson, West India merchants. Mr. Jonathan Higginson succeeded his father, and became the only representative of the firm. The failure of the concern, about 1848, threw quite a gloom over the commercial world of Liverpool. The site of these buildings is now covered by Christian Street and Samson Street. Higginson.

Adjoining Mr. Higginson's a moderate-sized villa was built by Mr. James Parke about the beginning of the present century, and occupied by him for many years. Parke.

Its last occupant, Captain William Wilson, was rather a noticeable man. In 1862, when in command of the "Emilie St. Pierre," he endeavoured to run the blockade into Charleston, South Carolina, but was intercepted and captured by the Federal war-steamer "James Adger." A prize crew was put on board to carry the vessel to Philadelphia, Captain Wilson, with his steward and cook, being alone retained. By an amazing combination of stratagem and daring the whole crew were made prisoners and put in irons by Wilson and his two assistants, who, unaided, navigated the ship and brought her in safety across the Atlantic into the Mersey, where she arrived on April Captain Wilson. "Emilie St. Pierre."

CHAP. XIII.

21. As might naturally be expected, Wilson received quite an ovation. By a subscription amongst the merchants he was presented with a gold chronometer, and a tea and coffee service. From the Mercantile Marine Association he received a gold medal, and from the owners the sum of £2000. The cook and steward received £320 each. Captain Wilson died in September 1868, and the house has since been removed.

Clarke.

Immediately above the house just described, a large mansion was erected before 1790 by Mr. William Clarke, banker, the head of the firm with which Mr. Roscoe was afterwards connected. William Clarke the younger, Roscoe's friend, resided here for some time after his father's death. He was a man of education and taste, and made collections in Italy, especially of manuscripts relating to the history of the Medici family, which there is reason to suppose proved useful to Roscoe in preparing his celebrated works on Lorenzo and Leo. About

Waterhouse.

1806 the villa became the property of Nicholas Waterhouse, an eminent member of the Society of Friends, and equally eminent on the Liverpool Exchange. He enlarged and embellished the mansion, and resided here until his decease in 1823. Waterhouse Street commemorates his name.

A little farther north stood a detached house built by a Mr. Johnson before 1790. In that year it was occupied by Mr. Peter Hope, uncle to Mr. Samuel Hope, banker. It was subse-

Tattersall.

quently the residence of Mr. Thomas Tattersall, cotton-broker, a gentleman noted for good-fellowship and conviviality. In 1806 he filled the office of mock mayor of Everton, an institution to which I shall shortly have occasion to allude. Northward, again, stood a splendid mansion, enclosed in its own grounds, almost entirely rebuilt on the site of a former one, by

Dyson.

Mr. T. F. Dyson, about 1812. It was one of the most elegant and complete of any on the hill. These sites are now occupied by the dreary alignments of Abbey Street, Hibbert Street, Stonewall Street, etc.

Proceeding still northward, there stood formerly on an eminence, proudly looking down on the defile of St. George's Hill, four combined or semi-detached houses, with fronts of red stone, which have been removed, and rows of cottages erected in their stead. These four villas were built about

Aspinall.

1803 by Messrs. Aspinall, at that time grocers, and subsequently bankers in Liverpool. They have been tenanted at various times by many men eminent on the Liverpool Exchange, but

whose memory, like the houses they inhabited, is fast passing away as a tale that is told.

Terrace.

The west side of Everton Terrace was never graced with villas, like the eastern side, having been kept open for the purposes of amenity as long as the neighbourhood kept its aristocratic position. A neat little old-fashioned low house still stands about midway along the road, which has survived all the mutations which have laid low its prouder neighbours, having been erected certainly previous to 1790. The six houses immediately adjoining, on the north, were the first indications of the coming change. They were erected about 1833. At various times, from 1850 onwards, the steep rocky slope which scarcely afforded foothold for a goat has been cut into terraces and crowded with ascending rows of buildings. Facing the westerly breezes and the setting sun, the locality must be of its kind one of the most salubrious in the borough.

Not to fatigue the gentle reader in our peregrinations, we will here pause to take breath and relegate the remainder of Everton to the next chapter.

CHAPTER XIV.

EVERTON CONTINUED.

CHAP. XIV.

We will recommence our explorations at the south end of Netherfield Road. Acre House, at the corner, has been already noticed, with the modern erections attached. Immediately to the northward several of the original houses remain. The first was built, about 1788, by Captain Ross. During a great storm in January 1802 a stack of chimneys was precipitated through the roof into the chambers below, carrying with it Mr. Ross jun., who was dug out from the ruins insensible; his life was preserved by a beam having fallen across, protecting his body from injury. This house was in after-days the residence of Mr. Alfred King, for many years the engineer to the Liverpool Gas Company, a man whose eminence in his profession was only equalled by his estimable character in society and private life.

Netherfield Road.

Ross.

King.

The two adjoining houses were built before 1790. All these tenements had originally large gardens, extending down the hill. From hence for some distance northward Netherfield Road was a narrow, crowded thoroughfare, filled with shops in front and small dwellings behind, but has recently been improved and widened. Let me call to mind its features twenty-five years ago. The upper side was a steep grassy slope, above which towered the mansions of Everton Terrace. On the lower or western side a few villas were sparsely scattered along the front. Two of these, semi-detached, stood at the north corner of Prince Edwin Street, built in 1812, one by the Rev. Jonathan Brooks, who resided there for some years; the other by Mr. William Wainwright, who subsequently filled the office of the Liverpool agency in London.

A.D. 1845.

Brooks.

Wainwright.

A little farther north a handsome detached villa was erected by Mr. William Skelhorn. It was afterwards purchased and occupied by Alderman John Brown, who was mayor of Liverpool in 1782. Extensive stabling belonging to it was erected

Brown.

on the opposite side of the road, near the corner of Roscommon Street; two villas were built in the early years of this century by Mr. William Robinson, the senior of a family who for many years carried on an extensive bookselling and stationery establishment in Castle Street, and whose descendants have distinguished themselves in other walks of life. Robinson.

On the opposite side of Netherfield Road there existed until the last few years a quaint-looking old mansion, with a detached school-room, which was occupied for many years by a succession of pedagogues, the Rev. Mr. Hadfield, Mr. Esbie, Mr. Brunner, and others, to whose fostering care many now scattered broadcast over the world owe the rudiments of a sound education. School.

Roscommon Street was formed about the end of the last century by Mr. Joshua Rose, merchant, who resided in a noble mansion hard by, to which I shall shortly refer. He was a man of considerable enterprise. Possessing large tracts of land in the outskirts of the town, he laid out various streets, and assisted materially in the direction which the town took at that time. Rose Place and Rose Hill took their designations from him. In this immediate neighbourhood his fancy ran upon the classic poets—Great Homer, Virgil, Dryden, Juvenal, had their place in the Walhalla of his street nomenclature; and close to his own residence he admitted the Earl of Roscommon into the circle of his worthies. Rose. Names of Streets.

Though formed by Mr. Joshua Rose, Roscommon Street owed its development to Mr. Thomas Wiatt, a solicitor in Liverpool, who built a number of commodious houses on the north side, with neat gardens in front. The uppermost house, which had attached to it a beautiful pleasure-ground and orchard, was long occupied by his widow. At the lower end, on the south side, several handsome houses were built before 1830 by Mr. John Davies. In this half-suburban condition the street long remained. About 1850 it fell into the hands of the builders, who speedily filled the interspaces with rows of houses, and left it in its present condition. Wiatt. Davies.

Prince Edwin Street is of somewhat later date. The first houses were built at the lower end, on the south side, from Fox Street eastward, being a row of nine goodly mansions. About 1815 a handsome detached house was built on the north side, near the east end, by Mr. Roger Adamson. This was afterwards occupied by Mr. David Hodgson, who was mayor in 1845. Adamson.

This site is now occupied by the Church of St. Ambrose, erected 1871.

CHAP. XIV.

The streets between Prince Edwin and Roscommon Streets have developed within the last twenty years. Having been built under improved sanitary regulations, they contain a superior class of artisans' dwellings, and are clean and respectable.

Let us now return to Netherfield Road. On the north side of Roscommon Street, and extending along Hill Side and Netherfield Road North, there formerly existed a beautiful villa, embosomed in umbrageous foliage, with extensive gardens and grounds. The house was erected about 1780 by Mr. Rose above mentioned. After his decease, in 1802, it was purchased by Mr. John Carson, who resided there for many years. The house was finally dismantled about 1848, and the site is now occupied by streets.

Rose.

Carson.

Adjoining this property, on the north, and occupying the space between Rose Vale (called after Mr. Joshua Rose) and Arkwright Street, stood a detached villa and gardens, built about 1805 by Mr. Bateman, and afterwards occupied by Mr. Richard Dobson, a gentleman who devoted a great deal of time and attention to the affairs of the Blue Coat Hospital.

Dobson.

Northward of this stood the mansion and grounds of Mr. William Earle, uncle of the late Mr. William Earle, so well known in Liverpool political affairs. It was originally built by Mr. Gill Slater and purchased by Mr. Earle, who resided there for many years. Mr. Earle was colonel of the Liverpool Fusiliers, a volunteer regiment, raised in 1803. The site is now occupied by the streets between Arkwright Street and Robsart Street. The last named street was originally called Tarleton Street, and commemorated a branch of the Tarleton family who resided in a house on this spot. Mr. John Tarleton died in July 1815, at the age of 84. The house was afterwards occupied by his daughter.

Earle.

Gill Slater.

Tarleton.

I cannot in passing refrain from a remark on the bad taste displayed by the authorities in the wholesale alteration of the street nomenclature, in many instances without any adequate cause. The names of the streets form a part of the history of every town and possess an interest from the circumstances under which they were given. The substituted names have in general no reference to any local associations and seem to have been given at random without any meaning whatever.

North of this house stood two noble mansions, one erected by Mr. John Mather in 1810, the other about 1792 by Mr.

Mather.

James France, who died soon after its erection. The latter was occupied for many years by Mr. John Cropper, who clung to the locality long after the amenity was gone and the neighbourhood had become crowded with shops and dwellings. It was finally dismantled about 1857. The site is occupied by Conway, Gordon, and Elias Streets. Seacome Street and Ellison Street are named after Mr. Seacome Ellison, who inherited a portion of the property of the Seacome family in this locality.

France. Cropper. Seacome Ellison.

On the site between Aughton Street and Anderson Street, Mr. Charles Horsfall erected a mansion in 1811. Mr. Horsfall was an active and prosperous Liverpool merchant, and of a liberal and generous disposition. He filled the office of chief magistrate in the year 1832-3. His eldest son, Mr. T. B. Horsfall, long filled a prominent position in Liverpool affairs. He was mayor in 1847-8, and was elected one of the representatives in 1852, on the unseating of Messrs. Turner and Mackenzie. He continued to represent the borough in Parliament until the dissolution in 1868. Mr. Horsfall's land extended westward to the line of Great Homer Street. When the estate was laid out for building, Messrs. Horsfall erected, in memory of their father, the church (Christ Church) which fronts Great Homer Street, with commodious schools behind. It was designed by Mr. Shellard, of Manchester, and is a very excellent reproduction of a parish church of the fifteenth century, with nave, aisles, chancel, west end tower and spire, executed in white stone. Although it has no claim to originality of conception, it deserves praise for the faithfulness of its detail, and the thoroughly English character of its style. We shall see hereafter that this is not the only church which owes its erection to the liberality of the Horsfall family. Mr. Horsfall's property forms the site of Aughton Street, Anderson Street, and the half of Potter Street. The latter street stands on land formerly occupied by two villas erected by Mrs. Potter about 1820. This lady was for many years the fashionable milliner of Liverpool; and at her establishment in Bold Street, and afterwards in Duke Street, she realised a handsome fortune. Her son Mr. William Potter, became eminent in the mercantile affairs of the town. He was a man of handsome presence and courteous demeanour, and of great enterprise. He took a great interest in the development of the capabilities of Birkenhead, and invested largely in lands there, having unbounded faith in the ultimate success of the magnificent schemes propounded by Mr. Rendel,

Horsfall. Christ Church. Mrs. Potter William Potter.

CHAP. XIV.

the engineer. Unfortunately, it ultimately turned out that, like Wolsey, he had cause to say—

> I have ventured
> Like little wanton boys that swim on bladders,
> But far beyond my depth.

Mrs. Potter's property formed the northern termination of Everton township, on the west side of Netherfield Road.

West boundary.

Before surveying the east side, I will advert very shortly to Great Homer Street, the western boundary of Everton. The original boundary line was extremely irregular. Great Homer Street was formed by Mr. Joshua Rose at the end of last century, and carried as far as Virgil Street. A few years afterwards it was continued to Rose Vale, and so remained for many years.

Improvement Act.

Great Homer Street.

By an Act passed in 1820 (1st Geo. IV., chap. 13), the Corporation were empowered to straighten the boundary between Everton and Liverpool, and to form a new street along the line. This was completed about 1833, but the road long remained a lonely, and somewhat dangerous thoroughfare; the Presbytery of St. Anthony's Catholic Church being the only building to break the monotony of the dreary route. Building commenced about 1840, and gradually and with accelerating steps the spade and pick-axe attacked the slopes of the hill side; the click of the chisel and the ring of the trowel were borne on the breeze to the villas above, giving warning of their coming fate; fashion and exclusiveness winged their way to more retired localities, and a few years witnessed the metamorphosis of a rural suburb into a densely peopled town.

The public buildings in this district are few and far between. The Wesleyan Methodist Chapel in Great Homer Street was erected in 1839. It has a neat stone front and portico. St. Peter's, Sackville Street, was opened in 1850. It is built of red sandstone, of fourteenth century pointed architecture, with nave, aisles, and chancel; and a tower and spire at the north-west angle. There is a commodious range of schools adjoining. With these exceptions, no public buildings exist in the district we are now quitting. The streets are monotonous and dull, but cleanly and salubrious; the houses for the most part occupied by the better class of artisans.

St. Peter's Church.

Netherfield Road.

Let us now revert to Netherfield Road, and commencing at the north end return southwards.

The whole of the land on the east side of this road formed part of the Commons, and was comprised in the lease from Lady Ashburnham in 1716.

The land at the corner of Everton Valley, now covered with houses, formed part of the site of the Old Cattle Market, to which I shall have hereafter to refer. This was removed in 1830. An extensive stone quarry was worked for many years on part of this land, the deep excavations of which still in part remain.

Devonshire Place. Devonshire Place was laid out in the early part of the present century with pleasant little residences, set in the midst of gardens. It has changed less in its character than many localities, but cottages have been thrust in here and there where opportunity occurred.

Tatlock. A little to the south of Devonshire Place a small villa (still remaining) was erected, fronting Netherfield Road, in 1812, by Mr. William Tatlock, a retired cooper. The situation at that time, and for long after, commanded a beautiful prospect, over land and sea; and in order that wayfarers might enjoy it at leisure, Mr. Tatlock constructed a commodious bench on the bank bordering the road, on the front of which he inscribed the enigmatical words, "Head Quarters."

Atherton. Atherton Street (now Torr Street) commemorated the name of a gentleman to whom a large portion of the land hereabouts formerly belonged, and to whom I shall have occasion again to refer. The street was formed about 1830. It was originally intended to debouch into a crescent at the lower end, and two houses were built at the south side with the curve suiting this arrangement, which was afterwards abandoned.

Tatlock. The site of Adelaide and Melbourne Streets belonged to the heirs of the Rev. J. Tatlock, who inherited from the Johnsons, described in the preceding chapter. The streets were formed about 1854. A little to the south, at the corner of York Terrace, there are some stable-like buildings fronting the road, with a row of four villas up the steep slope above. The land of which this forms a part was a portion of the St. Domingo estate purchased by Mr. John Sparling. Sparling. From his trustees it passed to Mr. James Atherton, and in 1813 the buildings now under view were erected by Mr. James Holme on land purchased from Mr. Atherton. Holme. Mr. Holme was a shrewd industrious bricklayer and builder in Liverpool, who by dint of hard work and frugality realised a handsome competence. Not

CHAP. XIV.

having had the advantage of early education himself, he was determined that his sons should not suffer from the want of it. Two of them, Messrs. Samuel and James Holme, carried on business very extensively as general contractors.

Samuel Holme.

Mr. Samuel Holme was born in 1800, and brought up with his father as a builder and contractor. In addition to the extensive business which he carried on in conjunction with his brother for many years, he took great interest in all public affairs, and being a fluent speaker, he soon came to the front as a strenuous advocate of Conservative principles in politics, both Parliamentary and Municipal. He filled the civic chair in 1852-3. After a long active and useful career, failing health compelled his retirement, and after some years of suffering he died at Bath, November 6, 1872.

James Holme.

Mr. James Holme, though not so prominent a public character as his brother, was very highly respected as an able man of business. He was an active member of the Dock Board and Council, was mayor in 1857-8. He died 14th October 1871.

Mr. Arthur Holme was the architect of several of the public buildings of Liverpool, and possessed of considerable scientific knowledge.

York Terrace.

York Terrace was formed by Mr. Atherton in 1828, and a range of houses was erected by him on the north side.

The land south of York Terrace, comprising Seville Street and Hapton Street, was covered with buildings about 1862. Next follows a range of eight villas standing on a terrace, with gardens in front. These were erected by various persons between 1812 and 1820. The detached house which succeeds to these was formerly the residence of Mr. Colin Campbell, a gentleman whose character stood in the highest rank on the Liverpool Exchange for commercial integrity, and who in his private capacity was foremost in every good work.

Colin Campbell.

Nicholson Street and Havelock Street were built about 1862. A little to the south, on the site of a villa formerly belonging to Mr. James Ackers, brewer, of electioneering celebrity, the hospital for infectious diseases is erected. Several of the old villas about here still exist in a ruinous and dilapidated condition. From hence for a little distance southward, on both sides of Mary Ann Street, the neighbourhood is little changed. The houses, though shorn of their amenity, still nestle amongst their gardens, as the property being distributed amongst many owners prevents any united action to lay out a

Ackers.

general plan. At one of these houses, a modest-looking residence set back in a garden, resided for some years Mr. Robert Syers, who here wrote his *History of Everton*, a work to which I must express my obligations for the fulness and completeness of its details, throwing a light on the condition of the district, at and immediately before his time, which is to be met with nowhere else, and which is seldom to be found in works of much higher pretension. Southward of these buildings, a large field called Field Side, formerly belonging to Colonel William Earle, who lived in the mansion opposite, is now covered by High Street, Fairy Street, and St. George Street. These streets were laid out and built on from 1840 to 1850.

Syers.

William Earle.

The land south of St. George's Street, forming the tongue of land at the junction of St. George's Hill and Netherfield Road, was formerly the site of one of the pleasantest villas on the hill side. It was erected about 1801 by Mr. Samuel Newton, merchant, who resided in it until 1811. It then became the property of the Brooks family. Mr. Joseph Brooks and his son, the late archdeacon, lived there until the decease of the former in 1823. It then became the property of Mr. Alexander Macgregor, merchant, of Liverpool, who was subsequently manager of the Branch Bank of England in Manchester. Soon after 1850 it was demolished, and the ground devoted to building. Macgregor Street commemorates the name of the quondam proprietor.

Newton.

Brooks.

Macgregor.

We have now arrived at the point where our survey in the last chapter terminated, and will take up the clue then dropped, by the ascent of St. George's Hill, or Hill Side as it was formerly called. Starting on the upper or east side, the land intersected by the street now called Cochrane Street (formerly Canning Street), was in the last century the property of Mr. William Clarke, banker, who erected a house at the east end (still remaining) for the residence of his mother. This afterwards became the property and residence of Mr. John Drinkwater. He was of a Manx family settled in Liverpool, which attained considerable eminence in the mercantile world. His nephew, George Drinkwater, broker, resided in Thomas Street in 1766. He had two sons, James and John; James was bailiff, 1807, mayor in 1810. He introduced Mr. Canning to Liverpool in 1812. His nephew, George, filled the civic chair in 1829-30, and was knighted on the occasion of the accession of William IV. Mr. John Drinkwater was a kind-hearted man of a social disposition. Under

Clarke.

Drinkwater.

CHAP. XIV.

Drinkwater.

his auspices a sort of mock Corporation of Everton was inaugurated in 1804, with officers and regalia and a quasi mayor, annually elected. As might naturally be supposed, this sort of carnival mimicry became an excuse for conviviality, and gradually degenerated into a saturnalia of rather a discreditable kind. Mr. Drinkwater soon withdrew from it, but the farce was continued for about twelve years, and was finally discontinued in 1816. Mr. Drinkwater died in 1829 at the ripe age of eighty-two. After his decease the property passed into the

Syers.

hands of Mr. George Syers, who about 1835 formed a street through the land, which he called Canning Street, from his high estimation of the statesman. This was the first invasion of the speculative builder into this aristocratic region. From hence the Priory Road is now a dense mass of dwellings. Down

Villas.

to 1868, this was the site of several very tasteful villa residences.

Byrom.

The southernmost was erected in 1812 by Mr. William Byrom architect, for his own residence. Being on the side of a steep hill, he carried his chimney flues to the back of the house, so that they were not visible. The ridicule cast upon the building by passers by, as a house without fires, so annoyed the owner that he actually carried up sham stacks of chimneys, to satisfy the public prejudice. This villa was afterwards bought and occupied

Heyworth.

by Mr. James Heyworth. When the street was made through the adjoining land, Mr. Heyworth purchased the portion next his property, and surrounded his premises with high walls, to protect himself from annoyance, and secure the amenity of his domain. He might as well have built a wood fence to keep out the ocean. Year by year the builders advanced up the hill, street after street, in serried ranks of hard brick and mortar lines. Mr. Heyworth's villa remained for many years an oasis in the dreary waste, but at length the besiegers prevailed and the mansion succumbed to fate. The property adjoining on the

Beacon Field.

north was called the Beacon Field, being part of the copyhold lands. About 1810 it was bought by Mr. John Hind, a retired shipbuilder. The old beacon tower having been destroyed a few

Hind.

years before, Mr. Hind took it into his head to reproduce it as a portion of a dwelling-house. Being more accustomed to build ships than dwelling-houses, the result manifested itself in the form of a low, insignificant-looking brick tower at the corner of Priory Lane and Church Street with a cottage attached. To this he gave the absurd name of "The Priory." A larger mansion was subsequently built on the western portion of the land,

long occupied by Mr. G. F. Dickson. The villas have been replaced by cottages, and the tower finds its successor in a corner gin-shop. One relic still remains; the breast-wall of solid hewn stone which skirted the front of the grounds still affords its support to the steep bank above on which the ranges of cottages are built.

On the north side of Priory Road stood another villa enclosed in extensive grounds, built about 1810 by Mr. Henry Orme, brewer. It subsequently became the residence of Mr. Ormerod Heyworth, the brother of Mr. James Heyworth mentioned above. About 1862 it was dismantled and built over. From Priory Lane northward, the road was opened as far as the site of the church, about the beginning of this century. It was originally called Lodge Lane, but since the improvements hereafter described, it has taken the name of Northumberland Terrace. The land on the east side has been covered with streets and cottages. On the west side a few of the better class houses still stand in a deteriorated condition; not having land enough to render it worth while to pull them down, and yet being quite unsuitable to the altered character of the neighbourhood.

Orme.

Heyworth.

Northumberland Terrace.

At a handsome villa opposite the church, now demolished and the land built over, lived James Atherton, one of the most remarkable men who have made Everton their abode. Ardent, bold and daring in his character, everything he undertook was carried out on a scale of magnificence. When in business, his transactions were gigantic in their scale, and after he had retired with a large fortune, his restless mind was never satisfied but when occupied with a variety of schemes for improvement and progress. He purchased a large tract of land belonging to the St. Domingo Estate in Everton; laid out new streets, Northumberland Terrace, York Terrace, Grecian Terrace, etc., built a number of houses and villas, and was the precursor of the rage for building in Everton which afterwards set in. He next turned his attention to the opposite side of the Mersey. From his residence near the highest point in Everton, one of the most conspicuous objects in the distance was the Black Rock Point at the entrance of the river, with the rising grounds above looking out on the open sea. His keen penetration was not long in discovering the capabilities which the locality presented for a marine suburb or watering-place, and he went into it with all the ardour which belonged to his nature. In conjunction

James Atherton.

New Brighton.

CHAP. XIV

with his son-in-law, Mr. Rowson, he purchased the land, established a ferry, laid out roads, encouraged building, and during the last few years of his life devoted himself almost exclusively to the development of his pet colony of "New Brighton."

St. George's Church.

St. George's Church stands on the site of the ancient Beacon Tower, described in the early part of the last chapter, being the highest land in the neighbourhood. The site was given by Mr. Atherton, and in 1813 the church was erected by subscription at the cost of £11,500. The architect was Mr. Thomas Rickman, to whom reference has already been made in Chapter X. Rickman was then in the commencement of his career, and there is much about the design, taking into consideration the state of art at that time, which is worthy of all commendation. The building exhibits an immeasurable advance upon anything in the Gothic style previously attempted in Liverpool, the tone, character, and motive of every portion being derived from careful study of ancient examples. This, however, is nearly all the merit which can fairly attach to it. As an original composition, it is stiff and feeble, the common fault of all early attempts to resuscitate an extinct style, whether in art or literature. The design, both externally and internally, is meagre and thin. This effect is doubtless heightened by the employment of cast-iron for the tracery of the windows and many of the ornamental portions.

Hotel.

Soon after the erection of the church an hotel called "St. George's," was built by Mr. Atherton, adjoining the churchyard on the south-east side. It was supposed that the salubrity of the air and the extensive prospect would attract visitors, but this hope was not realised. The house was afterwards converted into a boarding-school.

Signal Station.

After the destruction of the Old Beacon it was thought desirable by the Government, during the French war, to establish a signal-station in the locality, which might communicate with the lighthouse at Bidston and receive the earliest intimation of any hostile prowlers off the coast.

Lieutenant Watson.

The structure was of wood, with a wooden cottage for the signal-master. This post was filled, from its establishment in 1804 to its discontinuance in 1815, by Lieutenant James Watson, R.N. I am not aware that his services were ever called into requisition by any alarm of an attack by sea. Singularly enough, the old veteran departed this life a short time

after the declaration of peace, in 1815, his labours and life ceasing at the same time.

Schools.

An extensive pile of building, containing the schools attached to the church, was erected to the front of Northumberland Terrace in 1862. About 1828 the land north of the church was laid out for building by Mr. Atherton, who himself erected the houses in Grecian Terrace, in a style borrowed from the Cheltenham Villas. After Mr. Atherton left the neighbourhood, building operations became stagnant for some years. When at a subsequent period, from about 1850, speculation revived, the day had gone by for villa erections, and Albion Street, York Terrace, and the adjoining streets became crowded with small houses and cottage property.

Albion Street, etc.

Let us now turn northwards down St. Domingo Lane. The lands on each side as far west as Netherfield Road, and eastward to Beacon Lane, formed part of the ancient Commons, and are included in the lease for 1000 years so often referred to. In 1757 Mr. George Campbell, West India merchant and sugar refiner, purchased the lands hereabout from the families of the original lessees, H. Halsall and J. Seacome. On the tongue or triangular corner between Beacon and St. Domingo Roads he erected a moderate-sized dwelling-house, with outbuildings arranged in a semicircular sweep, and a grassy lawn in front, separated from the road by posts and chains. To the estate he gave the name of St. Domingo, from the circumstance of one of his ships having captured a rich French prize off the island. I may here incidentally mention that the practice of giving names to the villas in the neighbourhood of Liverpool is, with rare exceptions, of quite recent date. The greater part of the most magnificent mansions in the environs had no other appellation but the name of the owner. St. Domingo and one or two others are exceptions.

Campbell.

St. Domingo.

Mr. Campbell filled the civic chair in 1763. After his death, in 1770, the estate, containing fifty-three acres, was sold to Mr. John Crosbie for £3800, including the house and out-buildings. This comprised all the land contained in the triangle between Beacon Lane, St. Domingo Lane, and Walton Breck Road, and the smaller triangle between Mere Lane, Breckfield Road, and Beacon Lane, with the sheet of water. Mr. Crosbie filled a respectable position as a merchant, having been mayor in 1765 ; but becoming unfortunate, he was unable to complete his purchase, and the contract was transferred to Messrs.

Crosbie.

CHAP. XIV.

John Sparling.

Gregson, Bridge, and Parke. In February 1773 these gentlemen transferred their interest to Mr. John Sparling for the sum of £3470. Mr. Sparling was a man of large means and ambitious mind. He possessed extensive property at the south end of Liverpool, of which the name of Sparling Street furnishes a reminiscence. It is traditionally reported that he proposed to construct the Queen's Dock at his own expense, but afterwards he sold the land to the Corporation for the same purpose. He filled the civic chair in 1790-1, and during his term of office called a common hall of the freemen to assert their rights against the self-elected Council.[1] In 1793 he took down

Mansion.

the old mansion and erected the present palatial-looking structure, which continued to be called "St. Domingo House." The expense was far beyond what he had calculated, and caused him considerable uneasiness. He also improved the estate, by planting and other ornamentation, rendering it in every way a noble residence. Having a great attachment to the locality, which had cost him so dear, he was anxious to attach his successors to the spot. He therefore bound his heirs by clauses in his will never to part with the property; and in case they should not be able to reside there themselves, that a preference should always be given to a tenant bearing the name of Sparling. He

William Sparling.

died in 1800, and the property passed to his son William, who resided in the mansion. This gentleman, who was a lieutenant

Duel with Grayson.

in the 10th Regiment of Dragoons, obtained an unfortunate notoriety by a duel with Mr. Edward Grayson, shipbuilder, on February 26, 1804, in which he mortally wounded his antagonist. The circumstances were briefly these: Lieutenant Sparling was paying his addresses to Miss Anne Renshaw, daughter of the Rev. Samuel Renshaw, one of the rectors, who resided in Bold Street. An anonymous letter was sent him reflecting on the character of the young lady's family. Although he stated on his trial that he discredited the greater part of the statements, yet enough remained to induce him to withdraw from his engagement, which he did by a letter to Mr. Renshaw. This led to a very bitter correspondence between the parties, and Mr. Sparling went abroad for some months. Whilst he was away rumour and gossip of course were rife. Mr. Grayson was the young lady's uncle, and felt the insult very warmly. He was an entire stranger to Mr. Sparling, but did not hesitate to express very strongly his opinion of his conduct, publicly brand-

[1] See vol. i. p. 232.

ing him as a scoundrel and a villain. On Mr. Sparling's return, hearing these reports, he wrote to Mr. Grayson, and an angry correspondence took place, which ultimately resulted in a challenge being sent by Sparling to Grayson. The parties met about seven on Sunday morning, February 26, 1804, opposite the Old Chapel in Toxteth Park, and thence proceeded down the retired valley of the Dingle. Mr. Sparling's second was Captain Colquitt, R.N., of the frigate "Princess;" Mr. Grayson's, Dr. Macartney, a physician of eminence in the town. Henry Park, surgeon, was also in attendance, but stated on the trial that he did not know for what purpose he was taken to the ground. At the first fire Grayson fell mortally wounded.

Trial.

Mr. Sparling gave himself up to justice, and was tried, along with Captain Colquitt, at the assizes in Lancaster, on April 4, 1804, before Sir Alan Chambre. The result was an acquittal both for principal and second. Mr. Sparling never again resided at St. Domingo.

Prince William.

After his withdrawal from Liverpool the house was let to the Government, as head-quarters for Prince William of Gloucester, at that time Commander-in-Chief of the district. He took up his residence at St. Domingo in 1803, and remained in the district for several years. He was, of course, for the time being the cynosure of the neighbourhood; a live lord—not to say a prince of the blood-royal—being a *rara avis* in these parts. Some amusing stories are told by the "Old Stager," in his *Liverpool a Few Years Since*, of the sayings and doings connected with his Royal Highness, who was not celebrated for his brilliancy.

Sale.

After Mr. Sparling's decease the restrictions on the disposal of the property not suiting the purposes of his heirs, they applied to Parliament, and obtained an Act (50 Geo. III., April 18, 1810) enabling them to dispose of the estate. It was then sold in portions, the whole of which subsequently became the property of Mr. William Ewart, at the price of £20,295.

Ewart.

Proposal for barracks.

The following year (1811), Government requiring a site for barracks, and being acquainted with the locality, from the residence of Prince William, a negotiation took place for the purchase of the estate from Mr. Ewart. Thereupon the inhabitants of Everton, fearful of the disturbance of their quiet, took the alarm, and on November 27, 1811, an indignation-meeting was held at the Coffee House to protest against the measure, when the following resolutions were passed unanimously:—

CHAP. XIV.

Remonstrance.

"That the establishment of barracks at St. Domingo can be viewed in no other light than an enormous grievance, likely to be injurious to property, and destructive of the comforts of the neighbourhood.

"That immense sums have been invested in forming valuable villas near to the contemplated establishment.

"That the meeting has been assured by the proprietor of St. Domingo House and lands he was willing to forego the profit to arise unto him from the sale of that estate, and of his readiness to absolve Government from the purchase thereof.

"That the thanks of the meeting be conveyed to William Ewart, Esq., for his consistent, disinterested, and honourable conduct," etc. etc.

A committee was formed, and an effort was made to raise a fund by subscription to purchase the property, and so to prevent the contemplated appropriation, but it proved abortive, and on September 13, 1812, Mr. Ewart conveyed the property to the Government at the price of £26,383 : 6 : 8.

During the progress of this agitation, which caused considerable excitement in the locality, the following *jeu d'esprit* was issued, ascribed to the pen of Mr. Silvester Richmond, searcher in the Customs, a great wit and *bon-vivant* of those days :—

Ladies' rejoinder.

THE LADIES OF EVERTON TO WILLIAM EWART, Esq.

Come forth all ye females of Everton Hill,
Ne'er shall woman be wronged and their clappers lie still ;
Let us tell, one and all, these proud lords of creation,
That we cannot submit to unjust domination :
And unless they will straightway express their contrition,
Maids, widows, and wives, all will counter-petition.
A barrack, my girls, which these men think so frightful,
Is just what we want—O, a barrack's delightful !
We shall never stir out, be it good or bad weather,
But quite certain to meet a cockade or a feather :
And these terrible men, to our husbands alarming,
So far from a bugbear, to us are quite charming ;
I'd give all I'm worth in the world, girls, by jingo,
For a summer night's ramble about St. Domingo.
All the bands will be playing, the captains saluting,
Oh ! such drumming and fifing, such fiddling and fluting !
And instead of a fusty old brown-coated varlet,
We shall have, at command, a smart fellow in scarlet.

CHAP. XIV.

Ladies' rejoinder.

What a difference, ye gods? from an ale-drinking clown
Who quart after quart every night guzzles down!
But the captain's all life, full of fire and politeness,
With a beautiful hand of an exquisite whiteness,
Gives a pressure quite gentle, but full of expression,
And manœuvres his eyes and fine teeth at discretion.
Then he woos all our senses, in accents so tender,
That, delighted, our hearts we with transport surrender.
When spousy comes home, he does nothing but gorge ye
With the rise of *Sea Island* or fall of *Bowed Georgia;*
And sometimes exults—though you'd think it a quiz—
To see "ashes looks up," and "because rums is riz."
From such fograms let's turn to a prospect more dear,
Embroidered hussar, or the tall grenadier,
Who always are ready by actions to prove
That they bravely can fight, and with energy love.
Then join, all ye damsels, who feel well inclined,
Let us tell Mr. Ewart a piece of our mind,
That if any longer our wishes are crost,
In a blanket, ere long, he may chance to be tost;
For in spite of George Rowe, or the colonel[1] so brave,
A barrack we like and a barrack we'll have;
Then pray, Mr. Ewart, sit down well contented,
For women will not have their plans circumvented,
And in times like the present, believe it or not,
Five thousand good pounds[2] are not easily got.

Barracks established.

The ladies' plea prevailed, and the estate was bought by Government and barracks established, but after a short trial the scheme was abandoned. The property was offered to the former petitioners, but this time declined, and subsequently it was put up for sale in lots, and disposed of in a few years.

Streets formed.

Down to the year 1860 comparatively a small portion of the land belonging to the estate was covered with buildings; but since that date the northern portion has been intersected by streets, and to a considerable extent occupied. About 1854 an extensive storehouse and barracks for the Militia were erected near the middle of the estate, immediately to the eastward of which, fronting Beacon Lane, a Catholic Boys' Orphanage was built in 1852. The mansion was occupied from 1817 to 1831 as a ladies' school by the Misses Corrie, from that time to 1838

[1] Mr. William Earle, colonel of volunteers.
[2] Mr. Ewart's profit by the transaction.

CHAP. XIV.

Militia Barracks.

by Mr. Charles Voelker, a Swiss, who had a high reputation as a pupil of Pestalozzi. At this school were educated the Right Hon. J. Stansfeld, M.P., William Rathbone, M.P. for Liverpool, Sir Percival Heywood, and others, principally from Unitarian families. About 1850 it was purchased by the Roman Catholics, and converted into an educational establishment, under the

St. Edward's College.

name of St. Edward's College. It is also the residence of the Bishop of the Catholic diocese. A commencement has also been made towards the foundation of a cathedral by the erection of a building which is intended to form one of the chapels of the proposed structure. It is cause for congratulation that in one instance at least a noble mansion has been saved from destruction and preserved with an ample area around it, for purposes of public utility.

Headless Cross.

Before quitting this quarter, it may be mentioned that the north-west angle of this estate was called Headless Cross Field, a relic of the olden time having once had its place therein, to quicken the spirit of devotion, but having been allowed to fall into ruin and finally to disappear.

Geller.

The eastern triangle of the St. Domingo estate, with which the mere is connected, was sold by Mr. Sparling's trustees to Mr. J. G. Geller, merchant, who erected thereon a stately mansion, planted the margin of the property, and laid out the grounds in a beautiful and artistic manner. The seclusion of this site, embowered in its thick woods, with its spacious lawn sloping to the margin of the lake, imparted a thoroughly rural aspect to the place, which continued after the surrounding lands were covered with buildings. The property was sold by Mr. Geller

Myers.

to Mr. William Myers, of the firm of Ewart, Myers, and Co., who resided here many years. At length, however, "the time decreed by fate" arrived. About 1864 the estate was purchased

Builders.

by an enterprising Welsh builder, Mr. Owen Elias ; the groves were cut down, the house destroyed, and streets, and pavement, and cottages have obliterated all memory of the pleasant glades and trim parterres. The piece of water, "St. Domingo Pit," about an acre in extent, still remains, to what end and for what purpose it is hard to say.

I will now return to a property still remaining intact, forming the northern extremity of the township, and a part of the lands called Sleeper's Hill. It is said that this field, containing six or seven acres, was first enclosed from the commons by a shoemaker, from which it derived the name of "Cobbler's

Close." In 1794 it was purchased by Mr. Thomas Barton, the brother of Sir William Barton, who had made a fortune in the West Indies. He erected a house on the land, and called it "The Pilgrim," in remembrance of a privateer of that name sailing from Liverpool, which had made a large amount of prize money. At Mr. Barton's decease it was purchased by Mr. Atherton, and by him sold to Mr. Samuel Woodhouse. About 1813 Mr. Woodhouse erected the mansion which still stands on the site, to which he gave the name of "Bronté House," after the district in Sicily which gave the title of duke to the hero Nelson. The Woodhouse family have been long possessed of an estate near the western extremity of Sicily, celebrated for the growth of Marsala wine, but Bronté is in quite another part of the island. The application of this name to the wine originated in the following manner. When Nelson was in the Mediterranean about 1804, he ordered from Messrs. Woodhouse, 500 pipes of Marsala for the use of the fleet. When the order was being signed by the Admiral, he said, "Woodhouse, let the wine be good, for my brave fellows deserve a good glass; and let me have a few pipes for friends at home." Mr. Woodhouse promised to do his best, but added, "it wants a name; nothing goes down in London without a fine name." "Well," said Nelson, "call it Bronté, after my new estate." "A good name too," said Mr. W., "but Bronté is a *nut* and not a *wine* district." "Don't mind that," replied the Admiral, "what do the folks in England know of Bronté? let it be Bronté."

Cobbler's Close.

Woodhouse.

Bronté House.

Bronté it accordingly was called, and hence the name of the house.

The Woodhouses have continued, with the exception of a short interval, to reside on the property, which still preserves much of its amenity. The recent formation of Stanley Park, adjoining, has in this respect done good service in rescuing Bronté from the hands of the Philistines in the garb of builders.

Let us now retrace our steps to the east end of the church. Church Street, which extends southwardly from hence to Breck Road, has very recently had its width increased, its sinuosities straightened, and its name changed to Heyworth Street. Its new phase of existence has effaced all traces of its old quiet, dreamy air, in its palmy days of aristocratic exclusiveness.

Church Street.

The land eastward of Church Street, extending along Mere Lane to the present Breckfield Road north, for some distance

CHAP. XIV.

The Mosses.

southward, formed a portion of the common land indenting irregularly into the old enclosures to the south. This portion of the enclosed lands was called "The Mosses," from its flat swampy character.

The mansions on the west side of Church Street have already been described in connection with Hill Side and Everton Terrace, most of the properties running through from street to street.

The land on the east side maintained its purely rural character down to a very recent date.

Perry.

About 1804, on one of the fields called Hungry Croft, a mansion was erected by Mr. William Perry, surgeon-dentist, in a very lonely and secluded position. For many years it was the only mansion for some distance round. Mr. Perry's granddaughter, who inherited the property, married Colonel Chambers, the friend of Giuseppe Garibaldi, and accompanied the hero in several of his campaigns. The house was taken down about 1865.

Christian Street.

About 1830 attempts were made to introduce the builders into this quarter. Christian Street, on the west side, was laid out and built on, but with little success; and for some years "the land had rest." Another attempt was afterwards made on the east side by the formation of Washington Street, and the erection of a row of houses fronting Breck Road.

Springfield.

In 1829 a field opposite the Mere, called the Mere Hey, was purchased from Mr. Seacome Ellison by Mr. Charles Eyes, and laid out for detached villas under the name of Springfield and Lansdowne Place.

Odd House.

A House fronting Breck Road, near the corner of Breckfield Road North (formerly Hangfield Lane), originally a farmhouse, with extensive outbuildings, went by the name of the "Odd House," probably from its lonely situation. It belonged in 1790 to the Rogerson family, who sold it to the Rev. Henry Barton, incumbent of St. Paul's Church, with whose descendants it remained until it was purchased by the Corporation in 1865 for the widening of the road.

Neddy Rogerson.

Mr. Edward Rogerson, or Neddy Rogerson as he was more familiarly called, who previously owned the property, was a character in his day. According to Mr. Syers, he was a Lancashire diamond in the rough, his usual mode of accosting his friends being, "Ha' dun ye? ha' dun ye? eh! ah! O! aye! aye!" with an emphasis and *empressement* all his own.

Cure of jaundice.

His grand *métier*, however, was the cure of the jaundice, or, as he was accustomed to call it, the *janders*, for which he

possessed a specific, and legitimately or illegitimately, demanded and took his fees. After selling the Odd House, he built himself a comfortable residence adjoining, where he died in 1814, at the good old age of 82. Whether his life was prolonged by the employment of his own medicines, history recordeth not.

The two small fields adjoining, on the westward, called the Odd House Fields, were covered with small detached houses, about 1828-30; and during the next few years the margin of the district was invaded here and there by the builder. The great building fever, however, set in about 1864-5, owing to the impulse derived from the American civil war, when it would be no exaggeration to say that miles of street were laid out between Church Street and Breckfield Road, and to a considerable extent built on. Building fever.

The class of houses is above that of cottages, and although dull and monotonous, as all modern streets seem to be almost of necessity, they display a considerable amount of comfort. A church for the Establishment has been erected in Breckfield Road, in a neat Gothic style of architecture. Beyond this there are not many public buildings in the district.

The road now called Breckfield Road North was originally Hangfield Lane. This name under the form of "Anfield," is now transferred to another road considerably to the eastward, within the township of Walton-on-the-Hill. The lands to the eastward of the present Breckfield Road constitute the original "Hangfields," one of the three divisions of the old enclosures. If one might be permitted to speculate on the origin of the name, since it is quite clear that it has nothing to do with hanging or sloping, which the situation altogether precludes, it may possibly have been originally "Langfields," which would exactly describe the long narrow strips into which the land was divided. This district having been demesne lands retained by the lord of the manor, never became copyhold like the other enclosures. The lands at the northern extremity, north-east of Walton Breck Road, called the Great and Little Sleeper, were part of the commons, and are now leasehold, as are also the lands in the south part of this district next Breck Road. Anfield. Sleepers.

About 1830 three villas with extensive grounds were built nearly opposite the Mere, by Messrs. Sanderson and Johnson. The situation was for many years one of the most quiet and secluded in the environs of Liverpool. At the south end of Breckfield Road North, corner of Breck Road, stood a large detached

CHAP. XIV.

Breckfield House. Case.

mansion called Breckfield House, originally built in the last century by Mr. Green. It was afterwards enlarged and became the residence of Mr. George Case, mayor in 1781. In October, 1803, it was nearly destroyed by fire. It was subsequently purchased by Mr. William Harding, who greatly improved and embellished it. A little distance to the south, two additional villas were built by Mr. Harding. One of these was long occupied by Mr. Adam Hodgson, a gentleman of refined taste and literary pursuits. His *Letters from America*, published about 1820, attracted considerable attention.

Hodgson.

These villas were levelled with the ground in 1867, and the site occupied by Rothwell Street, Harewood Street, etc.

Progress of building.

The district east of Breckfield Road North, was purely agricultural down to 1860. About that date, Beacon Lane was invaded by the builders, and its south-eastern margin built upon. The road called St. Domingo Grove was formed about 1845, and two lodges built at the entrance, but no further buildings erected until about 1860, when the adjoining road called St. Domingo Vale was laid out, and building commenced in earnest. The north side of Breck Road as far as the boundary of Everton was built on and streets formed about 1867. After building had progressed to a considerable extent, the Corporation came to a resolution to widen the road, which they had declined to do when the land was clear. The front buildings had to be taken down and the line set back at an enormously increased expense.

Baptist Chapel.

Oakfield Road, which forms the eastern boundary of this part of Everton, was carried through to Walton Breck Road in 1868. At the junction of this road with Breck Road, a Baptist church was erected in 1866. It is a building of red brick, relieved with white stone dressings, with an arcaded porch in the front. Since that time the whole area east of Breckfield Road North is being rapidly covered with streets and buildings.

Hangfields.

The villas opposite the Mere, long the most secluded and retired situation in Everton, have been demolished; The Hangfields are reduced to two or three narrow strips of land, and their name and memory will soon perish for ever. The last patch of greensward in the township will be speedily absorbed, and the transformation of the open rural suburb into the crowded town will be complete.

Whitefield Road.

Crossing Breck Road, let us now notice the small district extending southward to Whitefield Road (formerly Roundhill

Lane), and from Belmont Road (formerly Rocky Lane), westward to Breckfield Road south (formerly Brecklands). This was part of the original commons, leased in 1716. The margin of this district fronting Breck Road, between Breckfield Road south, and the present Richmond Terrace, was dotted with pleasant little villas and gardens during the first quarter of the present century. Richmond Terrace was laid out and its semi-detached villas began to be erected about 1849; Woodville Terrace about 1858. The recessed row of houses with the esplanade in front, off Belmont Road, was erected in 1856, by Mr. M'Kenzie, the celebrated railway contractor. From that time the vacancies have been gradually filled up, until the district is nearly covered with buildings.

Breck Road, etc.

The only portion of Everton which remains to be noticed is the quarter lying between Everton Road and Boundary Road from west to east, and stretching from Breck Road to West Derby Road from north to south. Here were situated the ancient enclosures called the Whitefields, the principal part of them copyhold tenure; the remainder being demesne lands are freehold. Down to about 1840 this district, with very trifling exceptions, still maintained its rural character intact. Let me briefly sketch the outline of its description as it then stood. Everton Road, its western boundary, was partially built on the west side, with a few houses here and there dotting the east side. The Necropolis had been completed some years, and being well planted and tended and comparatively little occupied with interments, it formed a pleasant place of resort. Immediately behind, a rural road called Mill Lane ran eastward from Everton Road and terminated in the fields. A few cottages embosomed in gardens stood near this road, "fixed," as Mr. Syers says in his description, by a strange singularity of taste, in a lonely and out of the way place. A few fields' breadth to the eastward, a footpath branched off from West Derby Road and led to a small house of entertainment with a bowling-green and strawberry garden extending to Boundary Road, along the south side of which ran a stile road forming a beautiful lovers' walk. The site of the bowling-green and strawberry garden is now occupied by the brewery of Messrs. Haigh and Co.

Whitefields.

Mill Lane.

Strawberry gardens.

Previous to 1830 there were only one or two houses in the district. Whitefield House, still standing at the corner of Whitefield Lane and Boundary Lane, was built about 1810 by Mr. Thomas Bailey, a tailor and draper in Castle Street. It

Whitefield House.

CHAP. XIV.

stood for many years very lonely and far away from any other habitation. The only other house in the quarter now under survey at that time existing was built about 1812 by Mr. Edward Mawdsley, who inherited most of the possessions of an old Everton family named Rice. The house still stands on the south side of Breck Road, a few yards to the west of Queen's Road.

Mawdsley.

Hygeia Street, etc.

This state of rural amenity was first disturbed about 1830, when Hygeia Street was formed through a field on the north side of West Derby Road. Although the goddess of health was invoked in the name of the street, the class of houses erected was of a very mean and sordid kind, which did much to stamp the future character of the neighbourhood.

About 1840 the lands to the eastward of Everton Road began to be laid out for buildings, and Spencer Street, Creswell Street, etc., were formed. Spencer Street and Steers Street take their names from Mr. Spencer Steers, a descendant of Mr. Thomas Steers, the engineer of the original Liverpool Dock, who was connected with the land in question. Creswell Street was called after Mr. Justice Creswell, who represented the borough in Parliament from 1837 to 1842. After being partially built on, this quarter remained many years unfinished and incomplete.

Mill Lane, etc.

Part of Mill Lane, narrow and tortuous as it is, was next attacked by the builders and crowded with cottages. Then followed Boundary Lane and the streets leading therefrom. Queen's Road was formed about 1862, and the land from thence westward was soon covered with buildings.

West Derby Road.

The most sudden and remarkable transformation, however, took place along the southern boundary of the township, marked by West Derby Road. In 1861 the lands beyond the Necropolis on the Everton side were open fields as far back as Mill Lane, the road being very crooked and irregular, and comparatively narrow. In that year the Corporation, under the authority of an Act of Parliament, widened the road and made an entirely new cut, carrying it in a straight line as far as the Zoological Gardens. The capabilities of the land thus opened out, lying so near the populated part of the town, and fronting a leading outlet, were at once perceived. The land was purchased by speculators and retailed to builders. The front land, which was soon occupied by shops, underwent such an advance of price that what had cost wholesale two to three shillings per square yard in a short time realised, in the front lots, 20s. to

Rise in value.

30s. and 40s. per yard. This completed the consolidation of the district, which has now become as populous and crowded as any portion of the outer margin of the town.

After this general glance I will ask the courteous reader to accompany me through a few of the leading streets of the quarter, calling attention by the way to anything which may appear noteworthy.

Brougham Terrace.

We will commence at the gate of the Necropolis. Nearly opposite stands a row of good-sized houses, set back in an enclosure, called Brougham Terrace. Though West Derby Road forms for the most part the boundary between Everton and West Derby, the sinuosity of the dividing line passes behind these houses, leaving them on the Everton side. Brougham Terrace dates its origin from the stirring times of the first Reform Act, when "the bill, the whole bill, and nothing but the bill," was the cry of the advocates of progress. The eccentric genius of Lord Chancellor Brougham was then in the ascendant, and his bust, graced with the official wig, may be seen illustrating the central pediment of this range of buildings. When the course of the road was altered, in 1861, a long, narrow, triangular plot of land was left in the middle. On this plot was erected, in 1866, and consecrated on February 15, 1867, Emmanuel Church. The entire cost of the building was defrayed by Mr. T. D. Anderson, mayor in 1859. The architect was Mr. G. E. Grayson. The building is large and imposing, standing in a prominent and detatched position, visible on all sides. It is built with hammer-dressed white stone, in the "early pointed" style, having nave and aisles, with clerestory, crossed by transepts, with large rose-windows in the gables. The chancel has an apsidal east end in five planes. The aisle windows have what is called plate tracery, in which the apertures are cut out of a flat surface. The tower is at the north-west angle, in four stages, crowned with a spire, with spirets at the angles. The style of the church cannot be pronounced exactly pure, but it is bold and effective, if a little stiff. The belfry lights in the upper storey of the tower are deeply recessed and well marked.

Emmanuel Church.

Workhouse.

A little distance back from West Derby Road, fronting Mill Lane, stands the old Workhouse of the West Derby Union, a large brick pile, erected in 1844. The Union was formed in 1837, embracing an extensive district, consisting of twenty-three townships. Toxteth Park, possessing a large and increasing

CHAP. XIV.

population, has since been separated from the remaining townships and formed into a separate union, with a workhouse of its own.

A new Workhouse for the West Derby Union has been erected at Walton. The old building now before us has been converted into an hospital.

The south side of West Derby Road not being in Everton, any reference to it is reserved for a future page.

Hospital.

A hundred yards to the east stands the old West Derby Union Hospital, erected about 1852. It is now unoccupied, the inmates having been removed to Walton.

St. Michael's Roman Catholic Church.

Adjoining this stands the Roman Catholic Church of St. Michael, erected about 1866. The building, comparatively plain and unobtrusive in its exterior, possesses considerable merit as a design. It is a simple parallelogram in plan, with low aisles and a lofty clerestory, lighted by long lancet windows, without tracery. There are neither buttresses, cornice, nor battlement to the flanks. The church stands north and south, the principal front being towards the south, which abuts on the road. This front is narrow and lofty, flanked by bold buttresses, with set-offs at irregular intervals. The entrance portal is plain, with a tympanum prepared for sculpture. Above this is a blank arcade of seven bays, with narrow slit lights. Over this is a noble rose-window, occupying the whole breadth of the front, with a deeply recessed arch over. The gable and the buttresses are surmounted by figures of angels. The north end of the building is apsidal in three planes. The material is brick, with white stone dressings. The general effect is extremely good, without pretence or flutter, but fully keeping up its character as an ecclesiastical building.

General view.

The property in this district consists principally of houses of a somewhat humble class; the streets, as usual, being laid out irregularly, without any pre-arranged plan. The sanitary conditions show a considerable improvement on the older parts of the town; but the limited space allotted to each tenement leaves little breathing room, and renders the open area surrounding a church or public building quite a Godsend. West Derby Road has become a crowded thoroughfare, one of the leading arteries into the town, lined with shops, manifesting every appearance of prosperity.

Leaving the Catholic Church we will turn northwards along Boundary Lane. A few steps from the corner bring us to the

large brewery premises occupying the site of the old strawberry gardens, alongside of which the field through which the lover's walk passed still remains open ground, occupied as yards. At the corner of Whitefield Lane stands Whitefield House, already alluded to. Breckfield Road South, which we now approach, was formerly called Breck Lands. It has preserved more of its amenity and rural appearance than any other part of the surrounding neighbourhood; villas, gardens, and open land still having the predominance. General view.

Turning westward down Breck Road we notice Queen's Road, which with its continuation of Caird Street now forms a commodious link of connection between north and south. At the junction with Breck Road stands a church of the United Presbyterian body. It is built of white stone in the Pointed style of architecture, with an octagon tower and spire at the north-west angle. The building is suitable for its purpose, but calls for no special notice in point of architectural design. The nomenclature of the streets hereabouts is commemorative of the engineers, Newlands, Mackenzie, Brunel. Queen's Road. United Presbyterian Church.

In the latter street is situated the Everton Athenæum, a large and commodious room erected in 1862 for lectures and musical entertainments. Athenæum.

A little distance along Queen's Road we notice St. Chrysostom's Church, erected in 1854, from the designs of Mr. Raffles Brown. I have already spoken of this gentleman, and of his erratic but brilliant career, in connection with the Unitarian Church in Hope Street. St. Chrysostom's exhibits unmistakable evidences of the same character of mind. It is an unpretending, but very effective and graceful design. It consists of the usual nave and chancel with transepts and low aisles, with west end tower and spire. The tracery of the windows is of the decorated flowing character in various designs, but all sparkling and lively. The east end has a complication of parts which might be confusing; but they so evidently combine to one common end, that the unity is complete in the midst of multiplicity. The proportions of the tower and spire are very pleasing, combining stability with lightness of effect. St. Chrysostom's Church.

A little to the west of St. Chrysostom's stands the Water Tower, a lofty circular arcaded structure, which from a distance, where its diameter cannot be at once ascertained, gives the idea of a Roman amphitheatre, with its arches tier above tier. It was constructed with the reservoir adjoining in 1854, by Water tower.

CHAP. XIV.

Mr. Thomas Duncan, C.E., engineer to the Liverpool Water Works.

Public baths.

Opposite the Water Works we enter Margaret Street, and notice on the west side the Public Baths erected by the Corporation in 1862-3, from the designs of Mr. James Newlands, C.E., the borough engineer. When we speak of public baths, one's mind is insensibly carried away to the colossal structures erected by Caracalla, Titus, and Diocletian. Modern cities do not possess, nor are they likely to obtain, public baths on the gigantic scale of those of ancient Rome ; nor with the conveniences and domestic comforts of modern days does there exist the same necessity for them. At the same time, the provision of baths by the public authorities—a measure of quite recent introduction—has been attended with results of a very beneficial character, and in every way is deserving of support and encouragement.

The present building presents a neat elevation, in a style partaking somewhat of an Oriental character. The material is white brick, with coloured dressings. The centre has a wide, deeply recessed arched portal. The windows have colonettes and tracery of cast-iron. The design is on the whole pleasing in its effect. The only blemish is the tent-like form of the roof of the centre building, which imparts something of flimsiness or unsubstantiality to the design.

Names of Streets.

The streets hereabouts manifest the nationality of the builders who constructed them. The Welsh give us Aber, Ogwen, Lavan, and Tegid Streets ; the Scotch have left their *imprimatur* in the names of Caird, Dunkeld, Perth, and Lyncdoch Streets.

We have now returned to the gate of the Necropolis, the point from which we started, and here complete our perambulation of Everton.

Summary.

I have been led into detail, perhaps some of my readers may think, to too great an extent ; but it is not often that the materials exist for tracing with such minuteness the ancient condition and gradual change and development of a locality. The rapid growth of cities is a phenomenon peculiar to our own times, and nowhere has it been exhibited with greater distinctness than in the district which we have just surveyed. It may be reasonably asked, what has been the result of this steady onward march of brick and mortar, of this absorption of garden and field and meadow into the wilderness of streets and alleys which now cover the face of the township like a gigantic maze ?

CHAP. XIV. Summary.

Has the sum of human happiness been increased? Have morals and manners received an onward impulse? Or is the movement one to be deprecated and deplored? Whatever may be our views on this subject, the change is an inevitable one. This is emphatically the "age of great cities." Sentimentally and æsthetically we may look back with regret on the paternal relations and the picturesque aspect of feudal times, but we can no more revive them than the old man can reassume the simplicity and wilfulness of childhood. So with the bosky glades, the rural lanes, the pleasant mansions, and the retired gardens of Everton of the past generation. They are gone past recall, and the rows of cottages and dreary streets which have taken their place may appear a poor exchange. But there is another side to the picture. Modern Everton has arisen out of the commercial prosperity of Liverpool. This implies a greater demand for labour, increased population, better wages, material progress. There can be no question that, with many drawbacks, the bulk of our population has wonderfully advanced in the comforts of life and in general intelligence. The condition of Everton bears testimony to this fact. There is little of squalid poverty in the district, and a very large proportion of homely respectability amongst the artizan class which constitute the principal population. Churches, chapels, and schools are numerous, and provision is made for most of the ills which afflict humanity. If "the greatest happiness of the greatest number" be the main object of our national institutions, the advance of the masses will always be indicative of the degree of success we have attained. In this respect the change which has come over the face of Everton is by no means to be deplored.

General condition.

CHAPTER XV.

KIRKDALE.

CHAP. XV.

Site.

Elevation.

Brook.

Danes.

Settlement.

THE township of Kirkdale, since the Reform Acts of 1832 and 1835, has become an integral part of the municipal and parliamentary borough of which it forms the northern extremity. It is a small district, containing an area of 841 acres, having one of its sides abutting on the river. The land within Kirkdale is comparatively flat, rising from a level of 24 feet above the sea at the western margin to two low eminences, the summit of one being, at Blackfield Terrace, Stanley Road, 116 feet high; the other, near the Industrial Schools, rising to 120 feet. Between these two eminences a tiny stream, rising in the township of Walton, pursued its career down a gully which it had excavated for itself, forming one or two pools in its course, and finally debouched into the river, near the site of the present railway goods station at Canada Dock. Railways and docks, roads, buildings, and brickfields have almost entirely obliterated all traces of this watercourse, except a small remnant a little to the south of the County Gaol, where an old house called Dale Lodge still exists in the upper portion of the gully, and Dingle Lane indicates the access to the valley. The name Kirkdale, there can be no doubt, is of Danish origin. These hardy sea-rovers, about the end of the ninth century, under the renowned Harold the Fair-haired, conquered and settled in the Isle of Man, from which stronghold they ravaged during the next hundred years the coasts of Cumberland and Lancashire, and gradually extended their conquests inland. On the coast of South Lancashire their settlements extended along the curved line from North Meols (Southport) to Widnes on the Mersey, and inwards to the chord line joining the two extremities. Within this limit we find the nomenclature in great part Scandinavian—Formby, Crosby, Roby, Ormskirk, Thingwall, Widnes, etc. The dale just described offered a pleasant site, with a fair

stream of pure water running through its centre; and here, it would seem, when the fierce sea-rovers succumbed to the gentle influences of Christianity, they built a church, from whence the name is derived. When the church was built, where it was situated, and when it was destroyed, are all unknown. All traces of it had vanished before the Conquest, no mention being made in Domesday Book, where a reference would undoubtedly have been made, had a church then existed. The entry is as follows: "Uctred tenebat *Chirchedale*. Ibi dimid. hida quieta ab omni consuetudine præter geld. Valebat x solid, "Uctred held *Chirchedale*. There is half a hide, free from all custom except land tax. It was worth ten shillings."

Church.

Domesday.

The next information we obtain of Kirkdale is from the "Testa de Neville," which is an inquisition taken of the feudal tenures in the reigns of Henry III. and Edward I. We here read that Warin Bussel, Baron of Penwortham, one of the subfeudatories of Roger de Poictou, had bestowed three carucates of land in Kyrkedale on one Norman, to be held by military service, and that these lands had been inherited by Quenilda, the daughter of Roger de Kyrkedale, and were held by the same service. The family of More—originally de Mora, or de la More—established themselves here early in the thirteenth century. Amongst the muniments at Knowsley which passed to the Derby family along with the Moore estates, in 1709, there is a very ancient deed, without a date, in which the name of Quenilda de Kyrkedale is introduced. It would not be straining probability very far if we were to assume that the fair Quenilda was the channel through which the estates of Kirkdale passed to the Mores. There is no doubt that the family settled in Liverpool about the time of the creation of the borough by the charter of King John. Adam de la More was endowed with lands in Horton by Richard I., confirmed afterwards by John. The earliest of the name recorded in connection with Liverpool is John de la More, son of John de Mora, about A.D. 1200.[1] Sir John de la More lived at the Hall, in Oldhall Street, 20th Henry III. (1236). Robert de Mora held the manor of Kirkdale in the 5th Edward II. (1312). The acquisition of the Kirkdale property by the More family must, therefore, have been made between the above dates. As the "Testa de Neville," in which Quenilda is named as the possessor of Kirkdale, was compiled at the end of the reign of

Testa de Neville.

Quenilda.

More family.

[1] "Moore Rental," p. 10, Chetham Society's Papers, vol. xii.

CHAP. XV.

More family. Bank Hall.

Henry III., the presumption is strongly confirmed that by this lady the manor of Kirkdale passed to the Mores. Soon after taking possession a manor-house was erected. The dale or gully above alluded to offered a favourable site, giving a plentiful supply of water, and the provision for a moat, without which means of defence no mansion in the middle ages was complete. The date of the erection of Bank Hall is assumed to be A.D. 1280, but this is by no means certain. Enfield gives it as 1282, founded upon an inscription said to have existed in connection with the armorial bearings on the entrance gateway; but this is not free from suspicion, as the style of architecture represented in the existing views corresponds better with that prevailing in the sixteenth than that of the thirteenth century. However this may be, the family removed here from More Hall, in Liverpool (hereafter called the Old Hall), at the latter end of the thirteenth century, and occupied a position of respectability and influence in the district for nearly five hundred years.

A.D. 1295. To the first Parliament summoned by the Crown (1295) Liverpool sent two burgesses, Adam Fitz-Richard and Robert Pynklow. John de la More appears as one of the sureties for the

A.D. 1306. due attendance of these members at Westminster. In 1306 Richard de Mora and John de Mora are returned as representatives for the borough.

Frequent indications occur in the old annals of the dignified position of the Mores of Bank Hall for many generations. Sir

Sir Thomas. Thomas de la More wrote the *Life and Death of Edward II. and*

Sir William. *III.* Sir William de la More was created Knight Banneret by Edward, the Black Prince, for his bravery at the Battle of Poitiers, September 1357. Mr. Gregson maintains[1] that this Sir William was the original hero of the famous ballad of the "Dragon of Wantley"

> Who had long claws,
> And in his jaws
> Four and forty teeth of iron,
> With a hide as tough as any buff.
> Which did him round environ.

It is true the song places the scene of the encounter at a locality between Sheffield and Rotherham; but in those days of knight-errantry the knight might have a roving commission for

[1] *Fragments for the History of Lancashire*, p. 164.

killing dragons and such "small deer" in any part of the kingdom. CHAP. XV.

Sir Peter de la More was Speaker of the House of Commons in the last year of Edward III. (1377), and was committed to Fotheringham Castle for life, at the suit of Alice Pearce, the king's mistress. Sir Peter. A.D. 1377.

The borough of Liverpool was frequently represented in Parliament by members of the family, who also, between the reign of Edward III. and the middle of the seventeenth century, filled the civic chair no less than forty times. The last mayor of the family was Colonel John Moore, the regicide, who filled the office in 1633, having been bailiff in 1630. John Moore.

It is stated, both by Baines (*History of Lancashire*) and Herdman (*Ancient Liverpool*), that John Moore represented Liverpool in 1625; and that in June 1626 he was bold enough to state in his place in the House that "we were born free, and must continue free, if the King would keep his kingdom." These words being reported to the King, his Majesty directed an inquiry and report to be made by the House. Moore was in the meantime committed to the Tower, but four days afterwards was released.

Although this plain speaking was quite in character with the man, yet there is here evidently a mistake. The John Moore thus spoken of could not have been the Moore of Bank Hall. The member sent up from Liverpool in 1625 was Edward Moore, the father of John. He was high sheriff of the county in 1621, and filled the civic chair in 1626.

In 1640 John Moore was elected one of the members for Liverpool in the Long Parliament, and took an active part in most of the stirring events of that turbulent period. The greater part of the gentry and landed proprietors in South Lancashire at that time were Royalists, many of them Roman Catholics, such as the Molyneuxs of Sefton, the Norrises of Speke, the Blundells of Ince and Crosby, the Gerards of Bryn, the Scarisbricks of Scarisbrick, and others. The Stanleys, though Protestants, were ardent Cavaliers.

The Moores[1] embraced the political and religious opinions of the Puritan party, and occupied the very important position of an outpost in the middle of a hostile district. Party spirit Edward Moore.

[1] From the seventeenth century the name took the form of Moore, having previously gone through the varieties of de Mora, de la More, and More.

CHAP. XV.

at this time ran very high. Edward Moore, the father of Colonel John Moore, as the only Protestant magistrate for a considerable distance round, had the ungracious task of controlling his Catholic neighbours in religious matters as then required by law. In 1631 he required from the churchwardens of Childwall a return of the attendances of Sir William Norris of Speke at the parish church. Sir William, a gallant and high-spirited soldier, resented this as "ungentlemanlike dealing," which led to a personal quarrel, each giving the other "the lie to his throat." Norris then drew his sword and struck Moore twice therewith. The assault on a magistrate in the performance of his duty was considered so grave an offence that it was taken up by the Star Chamber. The following is the account of the proceedings extracted from the Star Chamber records.

Sir William Norris.

Easter Term, 7 Charles I. (1633.)

Moor armig. *v.* Norris *et al.*

"The defendant being discontented as it should seem at the plaintiff about matters of presentment delivered in by the churchwardens of the parish, told the plaintiff he had been too precise in examining the churchwardens touching his, the said Sir William's, not coming to church, and that it was ungentlemanlike dealing, and the plaintiff answering him that he was too credulous of the speeches of the churchwardens concerning him, the said complainant, and did therein wrong him; the defendant, Sir William, gave the plaintiff the lye, and he returning it in his throat, the said defendant drew his sword, and struck the plaintiff twice, he being a Justice of the Peace."[1]

"And the defendant Mercer penned and published two scurrilous and infamous libels against the plaintiff, his wife and daughter, and Bryers also published one of the libels at several times and places."

Commitment and fine.

For these offences Mercer was committed to the Fleet, fined £1000, bound to his good behaviour during life, and disabled ever to practise as an attorney in any court, and if he were then an attorney, to be thrown over the bar, and to stand in the pillory at Westminster, and at Lancaster assizes with a paper on his head declaring his offence, and then to make acknowledgment and ask the plaintiff's forgiveness. Bryers was committed and fined £200. Sir William Norris was committed and fined

[1] See the "Moore Rental," Introduction, p. viii., quoted from Rushworth.—Chetham Society's Papers, vol. xii.

£1000, and to pay the plaintiff £50 damages, Mercer to pay £100 damages, and Bryers £20 to the plaintiff. The decree to be read at the Assizes at Lancaster.

Political opinion in Liverpool was much divided at this time. In the short Parliament, elected April 1640, two Roundheads, Lord Cranfield and John Holland, sat for Liverpool. In October of the same year the Cavaliers obtained sufficient influence to return Sir Richard Wynne, a courtier and Royalist, in conjunction with John Moore, a Puritan and republican. Moore joined the extreme party, which afterwards attained the ascendency under Cromwell. In 1642 he was appointed a deputy-lieutenant for Lancashire, and acted as one of the commissioners to organise the militia in the county. We find him in all parts of the country most industriously occupied in furthering the interests of the Parliament, searching for arms, arresting suspected persons, even overhauling "the trunks and fardels" of the French Ambassador. In 1643 he acted on the committee of the Lancashire sequestrators. In 1644 he sent out at his own expense an armed vessel from Liverpool to assist in the defence of the coast of Ireland. Whilst in Liverpool he was engaged in raising a regiment of foot and a troop of horse. At this time Adam Martindale, afterwards an eminent Nonconformist minister, acted as his clerk. From his autobiography we obtain a glimpse into the inner life of the Puritan leader, which is not of a very flattering character. He says; "As he (Moore) was the only justice of the peace in that part of the country, besides his military employment, I got money under him so as might have satisfied me. But his family was such a hell upon earth as was utterly intolerable. There was such a pack of arrant thieves, and they so artificial at their trade, that it was scarce possible to save anything out of their hands. Those who were not thieves, if there were any such, were generally, if not universally, desperately profane, and bitter scoffers at piety."

John Moore returned.

Private life.

In November 1643 Moore was appointed Vice-Admiral of the coasts between Holyhead and Whitehaven. He was for a short period at the siege of Lathom House; but the only notice of his action there is contained in a letter to which his name is appended, inviting the ministers to pray for success to the cause. He was in Liverpool at the siege by Prince Rupert, Whitsuntide 1644, and is accused by Seacome of betraying his trust, by giving directions to the soldiers to retreat from the works, in

At siege.

CHAP. XV.

John Moore.

order to save his house and effects at Bank Hall. There seems no ground whatever for this insinuation. The works were taken by storm, and a great part of the buildings of Moore's own house, the Old Hall, were destroyed at the time.

Serves in Ireland.

Colonel Moore served in the campaign in Ireland, 1646-7, and on his return sided with Cromwell in the expulsion of the one hundred and forty-three members. He was one of the commission for trying the King, and signed the death-warrant. In December 1649 he followed Cromwell to Ireland; and after assisting at the siege of Tecroghan, in Meath, he fell a victim to the plague in June 1650.

Death.

With all his zeal for the cause of the Parliament he managed very badly for his family and estates, leaving his affairs in a very disordered state at his decease.

Edward Moore.

Edward Moore succeeded to the estates, burdened with a debt of £10,000, a very serious sum in those days. His father had suffered much in the cause of the Parliament, and several sums were voted towards the reimbursement of his heir, but it does not appear that anything was ever paid. He married Dorothy, the daughter of Sir William Fenwick, of Meldon, in Northumberland, the union with whom turned out a happy one. In 1667 he wrote the papers of advice to his son known as the *Moore Rental*, which throw so much interesting light on the state of the town at that period. Notwithstanding all his shrewdness and greed, the fortunes of the family never seem to have revived after the death of his father. He tells us in his *Rental* that by his wife's fortune "I disengaged ten thousand pounds principal money of a debt contracted by my unfortunate father in the service of the Parliament in these late unhappy wars."

Rental.

In 1659, just before the Restoration, Bank Hall, with the estates, was made over to Sir John Fenwick, with power of attorney to enter into possession. This transaction would seem to have been a matter of precaution in case of confiscation of the old regicide's property, which appears nominally to have been included in the general Act for that purpose. By the influence of his wife's Royalist friends an exception was made in Moore's behalf; yet, with all these advantages, the estate never seems to have been clear of debt. The Fenwick connection procured Edward Moore the offer of a baronetcy in 1660, but it was not until 1675 that it was actually conferred. In 1678 he died, and was succeeded by, his son, Sir Cleave Moore. This

Made Baronet.

gentleman was a candidate for the representation of Liverpool in 1700, but failed to secure his election. In the *Norris Papers* several letters are printed relating to this election and the petition which arose out of it. In 1706, in conjunction with the Corporation of Liverpool, he promoted a bill in Parliament to supply Liverpool with water from the Bootle Springs, which rose within his estates. The Act was passed in 1709, but lay dormant until the end of the century, when fresh powers were obtained and acted on. CHAP. XV. Sir Cleave Moore.

The time had now arrived when the connection of the Moores with Kirkdale, which had subsisted for nearly five hundred years, was to be dissolved. The mortgage on the estates had been transferred to Sir John Moore, alderman of London, probably no relation to the Bank Hall family, who some time between 1709 and 1712—the authorities not being agreed as to the date—disposed of the whole of the Moore estates in Liverpool, Kirkdale, Bootle, etc., the greater part to James, the tenth Earl of Derby, for £12,000. Sale of estates.

Sir Cleave Moore died in 1729, leaving a son, Sir Joseph Edmonds Moore, who again left a son of the same name. The latter, by his marriage with Henrietta Maria, daughter of William Morris, Esq., of Farnham, Berks, had for issue the last baronet, Sir William Moore, of Stamford, by whose decease in 1810 the title became extinct. Death. Last Baronet.

From the family let us turn for a short time to the domicile which they inhabited. The old manor house, with its moat, and grange, and quadrangles, no doubt underwent many changes during its long occupation by the Moores. We possess three views of the building, taken at different times, which are given by Herdman.[1] The first was taken in 1754, by Mr. Blackmore, and is preserved in the British Museum. Another is dated 1770, taken by Mr. Matthew Nicholson. The third is dated 1772, just previous to its destruction, and was engraved by Thomas Chubbard. Enfield also gives a verbal description, which may be from personal observation, as the first edition of his work was published before the building was destroyed. In the second edition he describes it in the past tense. From these sources, and a careful comparison of the old maps with the locality as it recently existed, we may form a tolerably clear conception of the premises as they stood in the first half of the last century. Bank Hall. Views.

The brook formerly described running from east to west

[1] *Ancient Liverpool*, 1st series, pl. 10, 11: 2d series, pl. 4.

CHAP. XV.

Bank Hall. Site.

expanded into a small lake, which narrowed in the middle and was crossed by a bridge, approached from the south, and flanked by two large piers surmounted by obelisks. The portion on the west side had an island in the middle, with a clump of trees. This part of the lake and the island are shown in the ordnance map of 1845-9, but are now obliterated. On the north side of the bridge stood the Manor House, which consisted of a large square embattled tower, in three storeys, with an archway running underneath, with gabled two storey buildings adjoining

Buildings.

on the eastward. These buildings ran round three sides of a court, which was open to the west. The buildings on the northern side were evidently the oldest, and at the time of taking the view (1770) were partly ruinous. There is a semi-octagonal projection with a series of Gothic windows on this side, which probably formed part of the great hall. At the north-east angle of the great tower rose a circular turret carried above the battlements, capped with an octagonal cupola. The upper part of this was open to the west and north, and was evidently designed for a watch-tower or beacon. On the inner face of the tower over the gateway a shield or escutcheon is visible, which bore, according to Enfield, the achievement of the founder, as follows: 1st, Ten trefoils, 4, 3, 2, 1; 2d, Three greyhounds courant, in pale; 3d, A buck's head caboshed in front; 4th, A griffin rampant. Crest, a moorcock volant. Date (as stated), 1282.

Interior.

Enfield thus describes the interior: "The great hall was a curious piece of antiquity, much ornamented with carvings, busts, and shields. It had no ceiling, but was open quite up to the roof, with various projections of the carved parts, whereon trophies of war and military habiliments were formerly suspended. On a wall between the court and garden was a grand arrangement of all the armorial acquisitions of the family. The shields were carved on circular stones, elevated and placed at equal distances, like an embattlement. But this venerable pile has lately been demolished, and will probably soon be forgotten."[1]

Outbuildings.

On the south side of the brook and lake stood the stables, barns, and outbuildings, part of which remained until recently. The great barn had the roof and woodwork destroyed by fire, but the walls existed with their loop-holed lights and arched doorways. Adjoining this, on the eastward, ran a range of low buildings, well built in hewn stone, apparently stables. These

[1] *History of Liverpool*, p. 113.

had been raised, and additional buildings erected in the farmyard in a rougher and later style. The old hall was destroyed in 1772 by the agent of the Earl of Derby, it is said much to the displeasure of his principal. The present farm-house was built out of the materials. The spout-heads bear the crest of the eagle and child, with the date of 1773, and a cypher. The garden and yard walls bear unmistakable evidences of the old hall in the massive Gothic copings and other fragments which are worked up in their construction.

Bank Hall. Destroyed, A.D. 1772.

The stabling and farm buildings were removed in 1873, and nothing now remains but the old farm-house on the site of the ancient hall. All around are the appliances and appurtenances of modern commerce, an immense railway station with embankment and tunnel, the snort and roar of the rushing train, enormous piles of warehouses, and the bustle and throng of a crowded street. Surely we may say, without irreverence, "Old things are passing away; all things are becoming new."

Present condition.

The manor house of the Moores does not appear to have attracted about it any village or hamlet. Whatever may have become of the original Danish church, no population settled about the "dale" to which it gave the name. A cluster of houses seems to have existed from time immemorial near the great north road, forming the narrow twisted streets called Castle Street, Back Castle Street, Whittle Street, and Morley Street, now for the most part removed. The oldest existing house is a neat-looking stone building in Castle Street, bearing the date of 1702. It is remarkable, as presenting even at that period an adherence to the mediæval traditional style, in its gabled front and stone mullioned windows.

Village.

If the church of Kirkdale was allowed to perish, its ale seems to have been duly appreciated in the good old times. In 1699, when the bill was promoted in Parliament for constituting Liverpool a parish separate from Walton, a case had to be made out. In the statement made to Parliament, amongst other reasons for the measure, the attractions of the alehouse at Kirkdale are referred to as detaining the parishioners on their way to the parish church.[1]

Somewhere about the beginning of the present century, the weekly market for cattle and sheep, for which no suitable provision was made in the town, commenced to be held at Kirkdale, and introduced a considerable amount of business into

Cattle market.

[1] See vol. i. p. 146.

CHAP. XV.

the neighbourhood. This market occupied the triangular piece of land at the junction of Netherfield Road and Walton Road as far south as Zante Street, now covered with buildings. In 1830, owing to the restricted accommodation and the difficulty of enlarging it, a company was formed and a more commodious market constructed under an Act of Parliament, near the old Swan.

Progress.

The increase of Kirkdale has taken place chiefly on its eastern and western margins. The Leeds and Liverpool Canal, and the railways, with their branches intersecting the township in different directions, have interposed obstacles to the development of the middle portion. A large part of the land in the district belongs to the Earl of Derby, being the ancient demesne of the Moores. The capabilities of the locality long lay dormant. The lord of the manor was under no necessity for bringing the property into the market, and if a piece of land was occasionally leased to a favoured individual it was for lives only, and clogged with all the verbiage and feudal restrictions of the Middle Ages. Notwithstanding these disadvantages, the contiguity to Liverpool, the dryness of the soil, the salubrity of the atmosphere, and the beautiful marine view, offered powerful inducements to settlers.

Miller's Castle.

About 1824, Mr. William Spurstow Miller, a solicitor in Liverpool, purchased on lease a piece of land on the margin of the sea at Bootle, and erected a castellated stone mansion, long known as Miller's Castle. By the exertions of this gentleman, the road now called Derby Road, opening up the whole district, was constructed. Previous to this, there was no road to the western part of Kirkdale and Bootle, except along the margin of the shore on the west, and a most roundabout and inconvenient road, following pretty nearly the present Westminster Road, on the east.

St. Mary's Church.

In 1827, St. Mary's Church, Bootle, was built at the expense of the Earl of Derby, which contributed materially to the development of the district, the nearest church being at Walton, two miles distant. The front to the shore next began to be fringed with marine residences. Mersey View, Brunswick Terrace, Stanley Crescent, etc., presented a series of seaside habitations on a moderate scale. And so matters might have gone on, adding year by year a little to the suburban outgrowth of the town; but events were at hand which advanced with giant strides the commercial capabilities of the port, and gave an entirely new direction to the nascent progress of the district.

In 1845, the Liverpool and Bury Railway (now the Lancashire and Yorkshire) was projected, to come in at the north end of Liverpool. After much opposition, the project was carried and the work commenced in 1846. Not long after this, Mr. John Bramley Moore, the chairman of the dock committee, originated a scheme of a nature and extent at which

Railway, A.D. 1845. Dock extension.

——the boldest held his breath
For a time.

The commerce of Liverpool had been long tied and bound for want of dock accommodation. Docks had been made as far as the limits of the borough northward would admit. In 1844, the foreshore and land belonging to the Corporation up to Beacon's Gutter, had been sold by the Corporation for dock purposes, but more land was still required. Lord Derby stopped the way to the northward, being lord of the soil and foreshore in Kirkdale and Bootle. Mr. Bramley Moore took upon himself the responsibility of negotiating for the purchase of his lordship's interest in the shore and lands required, without consultation with any one, and when all was arranged and ready for completion, he announced his scheme. The plan was a very simple one. Lord Derby had an enormous frontage to the sea which the dock board alone could utilise. He might hinder, but could not with advantage construct. The board could construct but had not the land. The arrangement caused comparatively little money to pass, but the dock board in the construction of their works raised and formed a large quantity of land beyond what they required, which they handed over to Lord Derby as the owner in fee, and became themselves possessed of nearly two miles and a half of river frontage suitable for the construction of docks. The arrangement was thus mutually advantageous, each party supplying what the other required. As is usual in such cases, the scheme was loudly applauded in some quarters and as loudly condemned in others. The chairman was accused of truckling to aristocratic influence, and making political capital out of a commercial transaction. It was asserted that the land which was made for Lord Derby would have to be purchased back at a high price, and the whole affair was denounced as a job. On the whole the scheme was approved, and carried out under the sanction of Parliament. The result has fully justified the wisdom and foresight of the arrangement. It is quite true that the land made for Lord Derby has had to be purchased

Purchase from Lord Derby.

CHAP. XV.

Dock extension.

back for the sum of £90,000, but it was well worth the money, whilst the grand scale on which the new works have been carried out and the ample verge given to the expansion of trade in the conception of the whole plan, are such as find no parallel in any similar works. Mr. Bramley Moore has been distinguished as the only private individual whose name has been attached to one of the docks, but it must be admitted that he has amply earned the distinction.

The arrangements just described completely changed the character of the sea margin of Kirkdale. Villas and marine residences were swallowed up as completely as the houses and churches by the Dragon of Wantley.

Changes.

There was nothing left

But did suffer a sea-change—

and one might fairly complete the couplet—

Into something rich and strange ;

looking at the extent of the commerce and the greatness of the concomitants.

Survey.

I propose as in the previous chapters to take a general survey of the district, noticing as we go along the changes and progress which have from time to time taken place.

Regent Road.

Starting from Boundary Street we will proceed northward along Regent Road. This was formerly the strand of the estuary, but the docks have pushed out into the deep water more than one-third of a mile beyond. On the left we have the Sandon Dock and graving-docks, and beyond, the long lines of timber-yards stretching away in almost endless perspective. Nothing strikes the eye so much as the greatness of the scale on which everything about us is pitched. The width of the road, the vast areas of the enclosures, the massive character of every construction connected with the docks, demonstrates the strong healthy character of the commerce of Liverpool. The land on the east side of the road for the most part belongs to the Dock Estate, and lies in reserve for future use, which gives this part of the township somewhat of an unfinished look ; the frontage, however, is becoming occupied by offices, yards, boat-builders, blockmakers, and the miscellaneous appurtenances of a sea-going community.

At the corner of Bankfield Street, and extending eastward the whole distance between Regent Road and Derby Road,

stands the new Goods Station of the London and North Western Railway, erected 1867-8, being the terminus of the branch line from Edgehill. There is nothing which better exemplifies the prodigious expansion of Liverpool commerce than the vast increase in the railway goods stations. Forty years ago the canal, the river, and the high road sufficed to carry away into the interior all the imports, and to bring back the manufactures to distribute over the whole world; but now we find the town pervaded by lines of railway, both above and below the surface; high levels and low levels, junctions and crossings, coal staiths and turntables, meet the eye in all directions. Lines of rails extend from end to end of the dock system of quays, so that goods can be landed from the vessel, put upon the waggons, and forwarded without change to any part of the kingdom, from Penzance to Inverness. This, however, for reasons of convenience, is not the usual practice. The goods for the most part are carted to the railway termini; and where within her Majesty's dominions will be found teams of horses to equal those which are turned out by many of the Liverpool firms? Many of them are of elephantine size, and for beauty, sleekness, and strength are a pleasure for the eye to dwell upon. The railway goods stations have assumed enormous proportions, and occupy large areas of land, both north and south; but rapidly as the accommodation has increased, it has hardly been able to overtake the demands of commerce. Even now long lines of loaded carts and waggons may frequently be seen obstructing the streets whilst waiting for admission to the overcrowded goods depôts. The station before us absorbed a considerable quantity of property in its site, amongst others the old dog-kennels of the Liverpool Hunt, which were removed about the end of the last century from the bottom of Richmond Row to this site. The building was triangular in plan, with a courtyard in the centre. It had for many years ceased to be used for its original purpose, and was converted into cottages.

London and North Western goods station.

Carriage.

Horses.

Kennels.

The railway leaves the station by a tunnel, passing under the road and canal, and emerging on the east side of Westminster Road.

Tunnel.

Proceeding on our walk northward along Regent Road, houses may be seen, some single, others in rows, hidden behind the yards, workshops, and offices, which skirt the east side of the road. These constitute the remains of "Mersey View," "Brunswick Terrace," etc., already described as the original

Houses.

CHAP. XV.

erections in the locality. It is difficult to realise the fact that within a period comparatively recent these were country residences, with the tide flowing up almost to their very doors, which is now pushed back nearly half-a-mile. The silent and slow operations of nature not unfrequently cause such reaction in the course of ages, but here the busy hand of man has effected a similar revolution in a few years.

Bootle.

Let us now turn to the eastward as far as Derby Road. We have approached the sacred confines of the Borough of Bootle, which we will not presume to enter, our young and vigorous municipal sister deserving a historian of her own. Let us take one glance, like Moses from the top of Pisgah, into this land of promise. The long perspective of Derby Road stretches onward to the north, displaying a crowded thoroughfare, lined with shops, manufactories, churches, and the usual accompaniment of progress, the attractive ginshop and tavern. Busy life in its various forms beats quick within her bosom. All the elements of prosperity and success are present—not the least the wide-awake shrewdness manifested in the selection of the motto for the juvenile municipality—

Motto.

Respice, Aspice, Prospice.

United Presbyterian Church.

The space between the boundary of Kirkdale and Bootle, and Bankfield Street, as far east as the canal, is densely built up with shops, houses, and warehouses. The only building of a public nature is the United Presbyterian Church and Schools. The church is a large structure, built with white stone parpoint ashlar, having nave and aisles. The west front has a large six-light window, with tracery. The style of architecture is rather bald and poor, without any point or sharpness. The schools adjoining, forming three sides of an open quadrangle fronting the street, though with less pretence, are far more satisfactory in their design and detail.

Bank Hall.

We return southward along Derby Road, which in this portion of its length, for the reasons already alleged, is not encumbered with buildings. Bank Hall stands in the small fragment left of its demesne, like Constantinople in the fifteenth century, bereft of its territory, beleaguered by enemies, and tottering to its fall, yet preserving a certain amount of venerable respectability in connection with its past history.

Sandhills.

Let us pause for a moment at Sandhills Road. The name sufficiently expresses the nature of the land, on the margin of

the sea. The land between Sandhills Road and Luton Street, from north to south, and from the Canal to the sea-beach, from east to west, formed the precinct of a mansion called Sandhills House, a handsome structure, built of stone, in the early years of the present century. A view of the house is given by Herdman,[1] who states it to have been built by Mr. Moss. I rather incline to think it was built by Mr. John Leigh, attorney, who owned much of the land in the neighbourhood. It is certain that he was living there in 1807, when the house could only recently have been completed. After Mr. Leigh's death, in 1824, it was occupied by Dr. James Gerard (mayor in 1808), Mr. Leigh's brother-in-law. The grounds were tastefully laid out, and protected by a thick belt of trees all round. As the grounds descended to the water's edge, all direct communication northwards was stopped until the present Victoria Road was cut through, about 1835. The house was taken down about 1843, soon after which the railway embankment was carried across the estate. The branch line to the North Docks station was constructed in 1856. The intersection of the lines of railway has interfered with the laying out of the land. Between the main line and Victoria Road, Errington, Grundy, and Holmes Streets have been formed, and large piles of warehouses constructed. The Victoria Engine Works of Messrs. James Jack and Co. have been built west of Victoria Road.

House.

Leigh.

Railway.

St. Aidan's Church, on the east of Victoria Road, was built in 1855-6. It was a neat, plain structure, of red stone, in the Pointed style, removed in 1875 to make way for improvements.

St. Aidan's.

Sandhills Lane is now a wide open commercial road, forming an important link of communication east and west. A number of warehouses and petroleum sheds have been erected adjoining the railway embankment. With the exception of these buildings and those described above, the land west of the canal remains unappropriated. One building only requires still to be mentioned. I have alluded in a former chapter to several successive attempts which have been made to introduce the spinning of cotton into Liverpool, and the ill success which has attended the efforts. Undeterred by previous experience, about 1840 an enterprising company purchased land from Mr. Leigh on the north side of Boundary Street, adjoining the canal, and erected extensive spinning-mills. These were carried on with more or less success for a number of years, but at length were obliged

Warehouses.

Cotton mill.

[1] Vol. ii. pl. 39.

CHAP. XV.

to succumb to the fate which seems invariably to attend all such attempts in Liverpool. After remaining unoccupied for some years, the premises were purchased by another company and converted into corn and rice mills. They have been recently greatly enlarged, and are conducted on a very extensive scale, as the North Shore Flour and Rice Mills.

Corn mills.

On the east side of the canal up to Commercial and Stanley Roads great changes are in progress. The irregular intersection of the Canal and railways would seem to present almost insurmountable difficulties in the laying out of the land to advantage, but efforts are being made, and with considerable success. At the northern end Bank Hall Street has been formed, running from Derby Road across the canal and railway to Stanley Road. From this street, running northward, and continued into Bootle, two new streets, called Brazenose and St. John's Roads, have been laid out, and are now being built on between the Canal and railway. Two goodly churches have already been erected in advance of the population; one, a Protestant Episcopal church, dedicated to St. Paul, in Brazenose Street, has the front to the street built with stone parpoints, with a large tracery window. There is a slender tower, crowned with a bell turret at the north-west angle. The flanks of the building are in plain brick.

Streets.

St. Paul's Church.

At a short distance in the neighbouring street (St. John's Road) stands the new Roman Catholic Church of St. Alexander, designed by Mr. E. W. Pugin. It is a building every way worthy of notice. Though moderate in dimensions, and by no means expensively built, it is distinguished by much elegance and taste. It consists of a nave and aisles, with rather lofty clerestory. There are no transepts, but the chancel, which is very short, is marked off by gabled dormers in the clerestory. The east end is apsidal in three planes. The exterior is entirely of stone. The west front has a plain pointed arch entrance door, over which are two deeply recessed double light windows, with a canopied niche and statue between. The next stage has a large rose window, rather peculiarly treated, having heads or busts in the centre, and at the intersections of the spokes with the rim. There is a light bell turret at the north-west angle. The windows of the side aisles are in three lights, with traceried heads. The grouping and treatment of the subordinate buildings on the south side—vestries, etc.—is very pleasing. The interior is simple and effective. The ceiling of the nave is in stained wood in three planes, with incised and painted ornament. The

St. Alexander's Roman Catholic Church.

roofs of the side aisles are also wood, but supported by arches thrown across from each pier. Altogether, the design and arrangements of this church are very satisfactory, and fully maintain the reputation of its architect.

The middle portion of Kirkdale, east of the canal, and extending northward of Rake Lane (now Latham Street), remained until 1862 entirely undeveloped. Vauxhall Road—the old Pinfold Lane—terminated at Rake Lane, where a narrow road commenced, turning over Sandhills Bridge, and conducting to the sea-shore. Just at the turn of the road stood Blackfield House and grounds, a rather imposing looking mansion placed at a distance back from the road, near the summit of one of the highest points in the township, commanding a beautiful view seawards. I am not aware by whom the house was erected, but it was long the residence of Mr. Crawford Logan, anchor and chain cable manufacturer. After his decease it was sold about 1846, and converted into brickfields. In 1862 the land was laid out in streets and covered with buildings. About 1862 the two great lines of Stanley Road and Commercial Road were laid out by Lord Derby. The former continues Scotland Road from the point where it diverges to the north-east in a direct line to Bootle. The latter prolongs the line of Vauxhall Road until it intersects the former opposite the county gaol. These two arteries open up an extensive area of land, and are destined to become important lines of communication. The wide expanse eastward of Stanley Road has been converted into brick grounds. These excavations, and the different railway and road embankments, have almost entirely obliterated the original features of the surface, which though not bold were pretty and picturesque. About the centre of Stanley Road, just where it is intersected by the original little dale, stands the Stanley Hospital. On Monday, June 6, 1870, the first stone was laid by the Right Hon. Edward, fifteenth Earl of Derby, in the presence of the mayor and Corporation. The day was beautifully fine, the concourse of people large, and the whole ceremony a success. Of the fancy fair, in connection with the same undertaking, I shall have shortly again to speak.

Vauxhall Road.

Blackfield House.

Stanley Road.

Hospital.

Returning along Commercial Road, we pass the extensive buildings erected in 1868, for the Corporation stables. From the introduction of the Sanitary Act in 1846 down to a recent period, the Health Committee of the council contracted with individuals for the removal of the night soil and refuse; but

Corporation stables.

CHAP. XV.

the arrangement not having ultimately turned out satisfactorily, the system was changed, and the work undertaken by the Corporation. For this purpose 166 horses and 179 carts are now kept; and the present stabling, which contains stall room for 32 horses, has been erected for the accommodation of the northern district. The arrangements are of the most modern and improved character, steam-power being employed in all the operations where practicable. May-Day in Liverpool may be termed, "La fête des chevaux." In the old mail-coach days, the various teams of the stages and mails shone forth in all the brilliancy of ribbons and garlands. Since they have been elbowed out by the rail, the observance has been transferred to the waggon and cart teams. In horse-flesh of this character, Liverpool enjoys a proud pre-eminence. The procession on May-Day is a sight to be remembered. The size and beauty of the animals, the silky sleekness of their coats, the polish and embellishment of their accoutrements, the evident pride and pleasure taken by the carmen and waggoners in the condition of their mute companions, combine to render the sight one of a very interesting character. Nor is it without its practical advantage. Where men can be brought to take a pleasure in their occupation it is always a means of their elevation, and lessons of humanity and kindliness are learned which tend to the profit both of man and beast. In the May-Day fêtes the Corporation teams now take an important place. After the procession, on the same or a subsequent day, the men with their wives are entertained at dinner in the sheds of the Haymarket, and the day is concluded with sports and pastimes of a suitable nature. Whatever the philosopher may say, "cakes and ale" are an important institution in the world, and, kept under proper restraint, they may be turned to public advantage.

May-day procession.

Horse Show.

Proceeding southwards, we arrive at Rake Lane, which was formerly the only link of communication between east and west for a considerable distance. The north side has recently been built up, and the name of the road changed to Latham Street. There has been of late quite a crusade against the old names of streets, so many changes having been made that it is difficult to preserve one's orientation. The names of streets ought not to be lightly altered. They are historical mementoes illustrating the times and circumstances under which they were formed. If the names of Oldhall Street, Tithebarn Street, and Castle Street, were obliterated from the map of Liverpool, the associations of its early history would lose much of their interest.

Rake Lane.

Changes of name.

The land on the north side of Rake Lane, east of Stanley Road, comprising Bewley Street, Vesuvius Street, Pluto Street, etc., was laid out and built upon between the years 1851 and 1858.

Streets.

I have already spoken of Stanley Road, now extending to Bootle. The southern portion of this, from Scotland Road to Great Mersey Street, was opened in 1820, and called Gore Street North. A short continuation was carried out behind Blackfield House in 1830, and a row of houses, called Blackfield Terrace, built on the highest point of the hill at the same time.

Elison Street.

There is a little narrow street running behind Latham Street, or Rake Lane, called Elison Street. This was formed about 1822, or at least first built on about that time. It was a rural lane, with pleasant little gardens about the houses. One of them, called Fishpond House, from a piece of water on the grounds, still exists, with very little change. Great Mersey Street was formed in 1817, and long continued a distant rural suburb, built on one side, the houses having a pleasant outlook over fields and gardens towards the town. The land opposite remained uncovered until 1862, when Lancaster Street, Major Street, etc., were formed.

Boundary Street, forming the division between Kirkdale and Liverpool, was formed in 1830, but long remained unfinished and desolate, surrounded by brickfields.

Development.

Crossing Scotland Road, the triangular piece of land at the intersection of Great Homer Street was built on at various times between 1832 and 1862. The outlying portion of Kirkdale, east of Great Homer Street, up to Netherfield Road, remained open fields down to 1862, since which date it has been covered with a dense mass of houses and a network of streets, deriving their nomenclature from the Grecian Archipelago; Zante, Crete, Candia, Mitylene, etc.

Welsh population.

I have already alluded in the chapter on Everton to the predominance of natives of the principality in the northern district. I may here mention that in this part of Kirkdale, within a few hundred yards of each other, three chapels exist, in which Divine Service is conducted in the Welsh language.

Welsh Chapels.

One on the west side of Netherfield Road, belonging to the Calvinistic Methodists, is a commodious building in white brick, with a large three-light window in the front, something in the Byzantine style. The second, on the north side of Boundary Street East, belongs to the Wesleyan Methodists; and the

CHAP. XV.

third, on the South side of Great Mersey Street, is connected with the body of Independents. The two latter have nothing noteworthy in their architecture.

Village.

We now approach the ancient village of Kirkdale with its little winding streets, which seem to have been constructed on the Ptolemaic principle

Cycle and epicycle, orb on orb.

Taverns.

Fronting the main road two old hostelries—now, alas! sadly modernised, open their inviting portals to the thirsty wayfarer. The one, the Liver, on the west side, long known by the name of its landlord as "Stretch's," the other on the east side, called Smithfield House, in the palmy days of the Cattle Market kept by Rachel Dale. Which of these two was the veritable public alluded to so feelingly in 1698 as inveigling the parishioners on their way to the parish church, we have no means of knowing. No doubt the liquor is still equally good, and let us hope, more legitimately employed.

Old mansion.

On the irregularly shaped piece of land between Smith Street and Foley Street (formerly Castle Street) fronting the main road, stood a fine old mansion and gardens, belonging to the Earl of Derby. It was taken down about 1850, but the land was not covered until 1868.

St. Mary's.

Continuing along the Walton Road, a short distance brings us to St. Mary's Church, erected in the year 1835. It was originally a plain brick building, but in 1841 the front was rebuilt in the Gothic style by Mr. A. H. Holme. A melancholy event took place in this church in 1856. The Rev. George Dover, who had only recently been appointed incumbent, was struck down during the performance of divine service by heart disease and died in the pulpit. He was a man eminently respected, and the circumstance made a deep impression on the public mind.

Dover.

Cemetery.

In 1837 the land adjoining the church was formed into a public cemetery called (though not connected with the church) St. Mary's Cemetery. The entrance faces the Walton Road, consists of an arched gateway in the Gothic style, with the chapel and registrar's house on each side. Though small, the cemetery is rather prettily laid out.

From Kirkdale to Bootle there existed an ancient road called Bootle Lane, which in regard of eccentric deviations and turns, might have served for an access to the circumlocution

office itself. On a bend of this road about 1826, a hamlet called Claremont was founded, with a number of squalid-looking streets and a chapel, and along another reach of the road further north a fringe of houses was erected between 1840 and 1850. Much about the same time another settlement of houses, rope-walks, etc., was formed along Barlow Lane at its junction with the main road. In the year 1869, by an arrangement between the Corporation and the Earl of Derby, the principal landed proprietor, the tortuous road was widened and straightened by opening new lines across the angles, and the name changed to Westminster Road—not a very apt designation one would think for a road leading to Bootle. A considerable tract of land lying on both sides of Westminster Road, and extending to Walton Road, has been leased by Lord Derby to the Liverpool Land Company, who have laid it out for building and formed a number of streets, principally named after the old abbeys, Fountains, Byland, Furness, Tintern, etc. These are now rapidly being built up, and an entire change is impending over the whole district.

Claremont.

Westminster Road.

The most conspicuous building in Kirkdale is the county gaol, which occupies a commanding and elevated position nearly in the centre of the township. It was erected in 1821-2 at a cost of £100,000, besides the subsequent additions. The architect was Mr. Wright of Manchester. The plan is that of the radiating or panopticon principle, so strongly advocated by Jeremy Bentham, but now for the most part abandoned. It consists of a double range of buildings forming two semi-circles, with an open space between. In the interval on the north side is placed the governor's house, and in that on the south side stands the Court House, rather an imposing-looking building externally, having an open advanced Ionic portico crowned with a pediment. A church has been added within the walls in a style of architecture somewhat heterogeneous with the rest, and externally a detached house has been built for the chaplain. Since the removal of the assizes to Liverpool in 1835, down to the opening of the Manchester assizes in 1867, Kirkdale was the gaol for the southern division of the county, and since that date it has been used for the hundred of West Derby. Since 1835, executions for capital offences have taken place here, some of them memorable ones. The commanding situation of the gaol overlooking a large extent of open ground on the west side, usually attracted on these occasions a large number of

County gaol.

CHAP. XV.

County gaol.

spectators of the lowest class, and scenes of ruffianism and disorder frequently took place, which the new mode of executing in a more private way has tended to prevent. It is a striking instance of the altered tone of public opinion in modern times that so radical a change as is involved in private executions, which a century ago would have roused the suspicions of the people almost to fury, should have been adopted with scarcely a single remark or comment.

Parochial Schools.

Not far from the gaol stands another very extensive pile, the Industrial Schools of the parish of Liverpool. The old borough of Liverpool constituting a single parish, the whole of the arrangements for the relief of the poor, require to be pitched on a gigantic scale. Although the Liverpool workhouse is probably the largest in the kingdom, it was found impracticable to provide accommodation under a proper system of suitable classification, for the numerous pauper children. Accordingly in 1843 measures were taken for the erection of the present building. Plans were obtained under competition, and the prize was awarded to Mr. H. F. Lockwood of Bradford, who carried out the structure. Additions have since been made, by which accommodation is provided for about 1100 children. The building is brick with stone dressings, and is very suitable for its purpose.

Infant Schools.

After the experience of twenty years it was found difficult to combine with advantage the charge of infants under seven years of age with the training of older children ; and in 1866 a new range of buildings was commenced more to the southward as a separate establishment for infants, to accommodate from 500 to 700. The architects were Messrs. Picton and Son. The principal façade fronts the south, about 300 feet in length, with a tower and lantern in the centre. From the main building the dining-hall, school-room, and play-room extend back, forming three wings. The material is brick in different colours with stone dressings. The cost was about £20,000.

Walton Road.

Down to about 1856. Walton Road, beyond the church and village of Kirkdale, continued to preserve its rural aspect intact. In that year several fields belonging to Mr. Leigh at the extremity of the township adjoining Spellow Lane were laid out for building, intersected by Johnson, Newby, Salop, and Tetley Streets. An entirely new quarter has here sprung up. Spellow Lane, forming the division between Kirkdale and Walton, takes its name from Spellow House, an ancient mansion,

a portion of which still exists, surrounded by the extensive nursery gardens of Mr. Skirving. According to an Inquisitio post mortem in the 14th Edward 3 (1341) Thomas de Spellowe held a messuage and 1 carucate of land at Walton juxta West Derby. The lands afterwards became the property of the family of "de Walton." In the reign of Henry 4th Spellow House became the property of Robert Fazakerley by his marriage with Helen daughter of Robert de Walton. In 1715 Spellowe House, with one-third of the Walton estates, was purchased by James, 10th Earl of Derby. The remainder of the Walton estates passed, in the fifteenth century, by marriage with the coheiresses of Roger Walton, to the Chorleys of Chorley and the Crosses of Crosse Hall, Liverpool.

Spellow House.

Building in this quarter has been of late greatly stimulated by the construction of Stanley Park in the immediate neighbourhood. Although neither this nor the cemetery adjoining are absolutely situated within the boundaries of the municipal borough, yet actually and legally they form part and parcel of its jurisdiction and privileges, and so call for mention here.

It might seem very singular that Liverpool, with a wealthy corporation and a large landed estate, should until recently never have taken action in providing recreation-grounds for the people, and should have been destitute of the public parks and open fields, which have been enjoyed from time immemorial by Glasgow, Edinburgh, Newcastle, Chester, Bristol, and most of the corporate towns in the kingdom. It is not very difficult, however, to account for this anomaly. Previous to the middle of the last century the town was so small that access on three sides to green fields, and on the fourth to the river, was short and easy. The large heath of several hundred acres, on the east, was free and open to all; and on the north an uninterrupted and unenclosed line of sandhills skirted the estuary for many miles. In 1767 St. James's Walk and the Mount Gardens were constructed at the public expense; but for nearly a century following nothing more was done. The town extended its borders with unexampled rapidity. Long rows of streets climbed up the hill and covered the heath; men were too busy and occupied to think of recreation; and when at length the community awoke up to the necessity of some effort being made, lo! the land was gone—absorbed—built on.

History of the parks.

The first attempt at a remedy was made in 1843, by Mr.

CHAP. XV.

Prince's Park.

Sheil Park.

Stanley Park.

Richard Vaughan Yates, in the construction of Prince's Park, to which I shall have again to refer. Then followed Wavertree Park, which was thrown open to the public in 1854. The Newsham House estate, West Derby Road, which belonged to the Corporation, had a portion of its land appropriated to the public under the title of Sheil Park, in 1862. Time had brought with it a great advance in the public estimation of the necessity for parks for the people, and the flush of prosperity in the commercial world caused by the events of the American war, appeared to render the subject of expenditure a question of minor importance. It was determined by the Council in 1865 that two parks worthy of the town should be established, one at the north and the other at the south. Of the latter I shall have hereafter to speak. The northern park was commenced by the purchase of the Walton Lodge estate, containing eight acres. The Woodlands estate followed, containing 22 acres 3 roods 30 poles. Twenty-seven acres were purchased from Mr. Leyland, of Walton Hall. Other purchases brought up the quantity of land to a little over ninety-five acres, bounded by Anfield Road and Priory Road, from east to west, and by Walton Lane and Arkles Lane, from north to south. The cost of the land was £115,566, or £1215 per acre, being about five shillings per square yard; but this amount included two detached mansions and a row of houses fronting Priory Lane. The amount expended in earthworks, planting, gates and railing, etc., was £23,141 : 16 : 10; in architectural works, £14,200; sundry expenses, £1489 : 12s.; making the total cost of the park £154,397 : 19 : 1. Part of the land is available for buildings, and Woodlands House is let to a tenant. The planting and gardening were entrusted to Mr. Kemp, who assisted Sir Joseph Paxton in laying out Birkenhead Park. The architectural works were designed and executed by Mr. E. R. Robson, the Corporation architect.

On the whole Stanley Park is laid out with considerable taste and skill. Exception has been taken to the somewhat too ornate character of the ornamental part of the grounds, and of the elaborate and expensive nature of the architectural works. It has been argued that mere green turf, with trees and paths, resembling Hyde Park, would have given more freedom and enjoyment to the toiling multitudes for whom the park was intended, and that the restrictions necessary under the present arrangement will be irksome and ineffectual. There is no doubt

some truth in this; but there seems no reason why the public of Liverpool, to whom the park belongs, should not learn, like other communities, to appreciate the beautiful in nature and art, and to take a pride and pleasure in its preservation.

The view from the terrace is extensive and beautiful, commanding a prospect to the eastward over a wide range of country.

Stanley and Sefton Parks have been constructed under the authority of an Act of Parliament, by which power has been given to borrow £500,000 on the security of a rate to be levied for the purpose, providing a sinking fund to extinguish the debt in thirty years.

Opening.

On Saturday, May 14, 1870, Stanley Park was opened to the public, being one year beyond the century after the inauguration of St. James's Walk and the Mount Gardens. The Mayor and Corporation attended in state. The Lord Mayor of Dublin was also present. The day was fine, and attracted a great concourse of people, and the whole proceedings passed off with *éclat*.

Fancy Fair.

On Monday, June 6, after laying the foundation-stone of the Stanley Hospital, the Earl of Derby formally opened a great fancy fair, which was held in the park, on behalf of the building fund of the hospital, and continued four days. The weather was brilliant, and imparted a zest to the various entertainments —the bazaar, with its pretty stallkeepers and their blandishments to customers; the flower-show, one of the most charming collections ever brought together; the usual pony raffled for, which brought the magnificent sum of £150; the so-called Old English sports, the sack races, the greased pole, with its unattainable leg of mutton; the donkey races, etc.; the youths and maidens, with their blind-man's buff and their "kiss in the ring," reminding one of the time

When Love and all the world were young.

Balloons floated on the air, and each evening concluded with a magnificent display of fireworks.

The usual omens of failure preceded and accompanied the demonstration, but were signally falsified in the result, which produced the magnificent sum of £10,000 net profit to the funds of the charity, one of the largest amounts ever realised in a similar manner.

On the north-east side of Stanley Park, separated from it

CHAP. XV.

Anfield Cemetery.

by Priory Road, stands Anfield Cemetery, the prospective Père la Chaise of Liverpool. It may be desirable here to devote a few lines to the origin and history of an enclosure which has been and will continue to be for many generations the last resting-place of the teeming multitudes of the great town adjoining—

> The youth in life's green spring, and he who goes
> In the full strength of years, matron, and maid,
> And the sweet babe, and the grey-headed man,
> Shall one by one be gathered side by side,
> By those who in their turn shall follow them.

Origin.

During the second quarter of the present century public attention was seriously directed to the crying evils of the practice of intramural interments and the scandalous and offensive results, in many cases outraging decency and propriety. Acts were passed by the Legislature to remedy this state of things, by closing entirely the most crowded graveyards, and by severely restricting and gradually prohibiting others. In Liverpool nearly the whole of the churchyards were closed to all but family interments, and these were permitted only by an order from the Secretary of State. It became, therefore, absolutely necessary that some action should be taken by the public. The gentleman to whom belongs the honour of taking the initiative was Mr. S. B. Jackson, at that time a member of the Select Vestry, who, in August 1856, procured signatures to a circular convening a meeting of the parishioners to consider the subject. This was accordingly held, and resolutions passed requesting the churchwardens and overseers to call a general vestry for the purpose of putting the Burials Act into operation, by the election of a Burial Board. The vestry was held, and the Board appointed on August 26, 1856.

Considerable difficulty was experienced in procuring a piece of land satisfying all the conditions required in the provision of a cemetery. The nature of the soil about Liverpool, principally rock or stiff clay, materially limited the area of selection; a light or gravelly soil, with a dry substratum, being essential. The situation required to be open and rural, at some distance from habitations, and yet easy of access from the town. An ample area was necessary, and at a moderate price. These requisitions were found to be fulfilled in every particular by the site now before us, and purchases were made from various proprietors

to the extent of 129 acres, reduced by the sale of a portion to the London and North-Western Railway Company to 121 acres; bounded by the Bootle Branch Railway (running parallel with Cherry Lane) on the north-east, by Mere Lane on the north-west, and by Priory Road on the south-west.

Competition plans and designs were advertised for. The first premium for laying out the ground was awarded to Mr. T. D. Barry; that for the designs of the buildings was gained by Messrs. Lucy and Littler, by whom they were carried out. Eventually the laying out of the cemetery was entrusted to Mr. Edward Kemp, already spoken of in connection with Stanley Park.

The necessary preliminaries and the execution of the works occupied several years. On April 27, 1863, the Episcopal portion was consecrated by the Bishop of Chester. The Nonconformist ground was set apart on the following day, and the Roman Catholic portion was consecrated by Bishop Goss on May 4. The first interment took place on Tuesday, May 5, since which date they have continued as follows:—

Opening.

Interments.

	Interments.
From May 5, 1863, to March 27, 1864 . . .	1622
For the year ending March 27, 1865 . . .	3528
,, ,, 1866 . . .	4762
,, ,, 1867 . . .	5791
,, ,, 1868 . . .	4497
,, ,, 1869 . . .	4711
,, ,, 1870 . . .	5003
	29,914

The ground at present appropriated to interments is 70 acres, of which 34½ belong to the Church of England, 21 to the Roman Catholics, and 14½ to the other bodies. Fifty-one acres, therefore, remain unappropriated, for future use, and are at present left off as farming land, and in dwellings, which existed on the land previously.

The cemetery is laid out simply but effectively. The Episcopalian ground occupies the centre width from east to west, with a cross portion at the east end. The Roman Catholic ground is on the north and the Nonconformist on the south. Each has its own mortuary chapel within its own borders. A portion of the land having to be raised artificially to the general level,

CHAP. XV.

advantage was taken of this circumstance to construct about two acres of catacombs and brick vaults.

Anfield Cemetery.

The surface is divided into geometrical figures, the paths being raised three feet above the sunk areas.

The mortuary chapels are handsome buildings, in the Pointed style of architecture. The gates and railings and all the accessories are in good taste, and built in a very substantial manner. On the whole this cemetery is worthy of the position it holds in reference to the great community to which it belongs.

The cost of the 121 acres of which it will ultimately consist was, with the law expenses, £76,431 : 9 : 9, being £631 : 15s. per acre, or little more than one-half the cost of the land for Stanley Park. The buildings, walls, and laying out the land cost £61,050 : 17 : 2 ; Parliamentary expenses, interest, and sundries, £13,178 : 15 : 10, making a total of £150,661 : 2s. 9d. : less by £3736 : 16 : 4 than the cost of Stanley Park, containing about three-fourths the quantity of land.

Open expanse.

The open expanse of the park and cemetery, containing together 216 acres of land, cannot but have a beneficial influence in a sanitary point of view on the extension of the town in the northern and eastern direction.

There is not much left to notice in the township of Kirkdale, The construction of the park has given an impulse to building in its vicinity, and very shortly the open fields between Walton Road and Walton Lane will be covered with streets and houses.

Scotch Church.

In returning from Stanley Park by way of Everton Valley we pass the Scottish Presbyterian Church, erected in 1869. It is a large and rather imposing-looking building, with white stone parpoint front and white brick sides. The front has a double portal entrance-door, two double-light windows over, above which is a gable, with large rose-window. At the south-east angle rises a tower and spire, and at the south-west angle there is a lower square tower. The flanks have long double-light windows, with semicircular heads, and buttresses between. Altogether the composition is rather a pleasing specimen of a quasi round arch, Byzantine style.

We here conclude our survey of Kirkdale, and direct our attention in the next chapter to another important out-township.

CHAPTER XVI.

WEST DERBY.—MUNICIPAL PORTION.

CHAP. XVI.

Of the sixteen wards into which Liverpool is divided, four are formed from the out-townships extraneous to the old borough and parish. Two of these townships in their entirety—Everton and Kirkdale—constitute a single ward. Toxteth Park contributes two wards for a portion only of its area. West Derby ward is a portion cut off from the great township whose name it bears. The township gives its name to one of the six hundreds into which the county is divided. Its entire area is very large, being seven miles long and five broad, containing 6203 acres, of which only 674, or little more than one-tenth, are comprised in the municipal portion.

Hundred.

Early history.

West Derby was very early a point of considerable importance in this district of the kingdom. No Roman remains, have been found in the neighbourhood. During the Roman dominion, and long after, South-West Lancashire consisted almost entirely of forest, moor, and fen. It is to the Danes that we owe the nomenclature of West Derby, as well as Kirkdale—*Deor-by*, the place of wild beasts, which indicates its value as a hunting-ground; and *West* to distinguish it from the eastern Derby, the capital of the county so called. The Saxon "hundred," as a division of the county, was called a "Wapentake," or Weapon-touch, by the Danes, from the circumstance that when the lord of the hundred held his court, he stuck his spear erect into the ground, and all the assembled liege men, by touching the spear with their weapons, acknowledged their fealty.[1] The name has survived down to our own times, for the old wapentake courts were only superseded by the county courts a few years since.

Name.

Saxon period.

Reminiscences of a period anterior to the Danish occupation are presented by the names of Low Hill and Brown Low Hill.

[1] See Ducange, *Glossarium ad Scriptores*, etc.

CHAP. XVI.

The word *Low* or *Law*, always indicates the site of a tumulus or burial mound. These were usually placed, if practicable, on a gentle eminence, whence they might be conspicuous objects. The mounds themselves have long disappeared, but the name remains indelibly attached to the localities.

Immediately after the rule of the Danes had passed away, we find West Derby an appanage of the Saxon monarchs. We learn from Domesday Book that King Edward the Confessor had the manor of Derby, with six Berewicks[1] attached. There was a forest two miles long and one broad, and an aerie of hawks. A castle existed there from a very early period, almost certainly in the reign of the Confessor. It stood on a site still called the "Castle Field," a few hundred yards to the north of the church. A mound, surrounded by a moat, indicated the remains, which were removed about 1827. Some old oak timber and hewn stones were dug out. A piece of the timber was sawn up and converted into a writing-desk at the instance of a loving antiquary, who had the following inscription engraved on a brass plate: "This desk was made from part of an oak beam that was dug out of the ruins of Edward the Confessor's castle, at West Derby, Lancashire, supposed to have been built Anno Domini 1050; executed under the direction of John M'George, 1827."

Domesday.

Castle.

Situated in the midst of a forest, one cannot conceive that West Derby, in its early days, could develope to any extent, yet we catch glimpses in our ancient records that it was held in considerable estimation. In the disposition of the effects of Ranulf, Earl of Chester, in 1232, it is provided, "that William de Ferrers, Earl of Derby, and Agnes his wife, shall receive the castle and town of West Derby, with its appurtenances." In the 11th Henry III. (1227), a tallage, or property-tax, was levied in the principal towns in the county, in which we find the town of Liverpool assessed at $11\frac{1}{2}$ marks, and the town of West Derby at $7\frac{1}{3}$ marks.

Earl Ranulf.

No attempts were made to clear away the forests in West Derby until near the close of the thirteenth century. In the 8th Henry III. (1224), the Carta de Foresta, or Forest Charter, was extorted from the king, by virtue of which most of the forest lands were disforested and devoted to agriculture. In 1228 commissioners were sent down to Lancashire to survey and report upon the forest lands in that county. They reported

Forest.

A.D. 1228.

[1] A Berewick was a dependency, or a manor within a manor.

(in the *Perambulatio de Forestis*), that the whole county of Lancaster ought to be disforested, according to the tenor of the Carta de Foresta, with certain exceptions, amongst which we find the "Wood of Derby." By the description in the *Perambulatio*, West Derby Wood must have been very large. It is stated to extend from Thornton, near Crosby, to Blackbrook, beyond St. Helen's, a distance of about eleven miles. The breadth is not mentioned. "Here the men of Derby had right of common, herbage, and all things necessary in the said wood of Derby."

A.D. 1296. From an inquisition taken 26th Edward I. (1296), it would appear that circumstances had greatly changed, and that the forests were rapidly disappearing under the hands of the stout yeomen of the county. After various descriptions of open land, the document goes on to state that "the tenants of Derby hold of approvement of the wastes two hundred and fifty-one acres and a half by the greater hundred, and two hundred and thirty-four acres by the lesser hundred, with a further separate quantity of two hundred acres, all reclaimed from the forest." The castle had by this time become ruinous, for it is only mentioned as a site, and the herbage in the ditch is estimated. Another test of progress is afforded by the rents paid to the Crown. In Domesday Book it is recorded that the quit rent paid to the Crown in the reign of King Edward, amounted to £26 : 2s. At the time of the Domesday survey it had fallen to £16 : 12s. In 1225 it had again risen to £24 : 4 : 8; and in 1296, owing to the clearing of the forest lands, it had reached the sum of £76 : 19 : 7. In order to bring these to the standard of modern currency, each sum must be multiplied by 15, which would make the Crown rents in West Derby, in 1296, equal to about £1155 per annum.

Forest reclaimed.

Crown rents.

The history of the manor may be briefly sketched as follows: After the defection of Roger of Poictou, the manor remained in the Crown until it was bestowed with the Honour of Lancaster, some time in the reign of Henry II., on Ranulf de Bricasard, third Earl of Chester. In 1232 it passed to William de Ferrers, Earl of Derby, and was again forfeited by his son. In 1250 this and other manors were bestowed on Edmund, Earl of Lancaster, brother of Henry III. His son Thomas, the second earl, having taken up arms against the King, was defeated and beheaded at Pontefract. His possessions were forfeited to the Crown, but regranted to his brother Henry, the third earl. His

Manor.

CHAP. XVI.

son Henry, the fourth earl, was created first Duke of Lancaster by Edward III., in 1348. Dying without male issue, his daughter Blanche, having married John of Gaunt, son of Edward III., carried the Honour of Lancaster and the manors as her dowry. Henry of Bolingbroke obtaining the crown, the manors reverted to the sovereign, and so continued until the reign of

Sale.

Charles I. This monarch sold West Derby, Liverpool, Everton, etc., to a company of London merchants, who disposed of West Derby in 1639 to James, Lord Strange, afterwards the unfortunate Earl of Derby, executed at Bolton. The Stanleys sold the manor to the Le Greys, from whom it passed by purchase to Mr. Isaac Green; afterwards by marriage to Bamber Gascoyne, Esq.; by marriage with whose grand-daughter it finally became the property of the Marquis of Salisbury.

Commons.

In Chapter XIII. I have alluded to the large quantity of waste or common land formerly existing in the township of Everton, and the mode in which it was leased to the copyholders in 1716 by Lady Ashburnham, the lady of the manor. An equal or a larger quantity of commons existed in West Derby, but they were dealt with in a somewhat different manner. The history of the transaction, which is rather curious, is as follows.

The district lying between West Derby Road (formerly Rake Lane) and Whitefield Road (formerly Roundhill Lane) from south to north, and between Rocky Lane (now Belmont Road) and Boundary Lane from east to west, was anciently called the "Breck" or "Brake,"[1] a piece of open unenclosed land used indifferently by the commoners of Everton and West Derby, being an indent of the latter into the former. After the granting of the lease in 1716, the Everton copyholders proceeded to enclose and allot these lands, but were vigorously opposed by the West Derbyites, who claimed them as part and parcel of the commons of their township. For the purpose of defending their rights, the copyholders on December 1, 1718, entered

Agreement.

into an agreement by a deed, appointing certain commissioners to act on their behalf, and reciting "that the said owners of lands both within West Derby and Everton were willing"—like sensible people—"to have the said differences determined

[1] "Brake" from the bracken or fern.

> Thus at the shut of ev'n, the weary bird
> Leaves the wide air, and in some lonely *brake*
> Cowers down and dozes till the dawn of day.
>
> BLAIR.

in a fair and amicable way." It took some years, however, to effect a settlement. The arrangement finally come to was that the lands comprised in the brake should be included in the lease to the Everton copyholders, five customary acres (about eleven statute) and £200 in money being handed over to West Derby, the lands still to be included in West Derby township. The deed of 1718 further empowered the commissioners to treat with the lord of the manor for enclosing the other wastes and commons in West Derby on such terms as should be "for the publick benefitt and advantage of the inhabitants of the said township." A treaty was accordingly entered into with Mr. Isaac Green, who had purchased the manor in 1717, to enclose the commons on the following conditions :—

Enclosures.

That Mr. Green should enclose and appropriate to his own use nine large acres (about nineteen acres statute), and also certain pits or fishponds near Club Moor, and that the remainder of the wastes should be leased and demised upon the best yearly rents which could be obtained, the proceeds to be applied "for such publick use and benefitt of the said township as thereafter should be appointed."

Appropriation.

So far as the lord's interest was concerned this agreement was promptly carried out, but it would appear that the same zeal had not been exercised on behalf of the public, for thirty years afterwards in another and final deed in 1753 it is recited that "although the said late Lord of the said Mannor had thus farr taken and reaped the benefit to himself of the said agreements, yet all the said intended enclosures and improvements of the residue of the said commons and Wast ground, have hitherto been neglected, and the publick or generall interest of the Freeholders and Copyholders within the said Township of West Derby hath thereby greatly suffered."

Further deed.

This agreement, dated August 13, 1753, was made between Miss Mary Green, daughter and co-heiress of Isaac Green, lady of the manor (afterwards married to Bamber Gascoyne), the two surviving trustees under the agreement of 1718, John Plumbe and Ralph Mercer, and a number of persons named as new trustees. It revived the old trusts and conditions, and provided more definitely for the terms of leasing and the application of the proceeds, which it is stated are to "be applied and converted towards payment of the Leys and Taxes, whether to the use of the poor or highways, within the said Township, or any other legall assessments . . . or for any other publick benefitt," to be

Lease of commons.

CHAP. XVI.

determined from time to time by public meetings of the trustees, freeholders, and copyholders. This agreement is still in force. The quantity of land enclosed under its provisions is 231 acres 2 roods 10 poles, of which about 140 acres have been built upon.

Rental of Wastes.

The gross rental in the year 1868-9 amounted to £1624, which will be greatly increased in future by the lapse of leases originally granted for a term of sixty years. The entirely different mode adopted in dealing with the waste lands of the two adjoining townships of Everton and West Derby is a very curious fact, and illustrates the independent and self-asserting aspect of the English character.

West Derby originally formed part of the parish of Walton, and constituted a chapelry with a small rude ecclesiastical edifice which had existed in the village from time immemorial. In 1848, under the authority of an Act of Parliament, it was made

Parish.

a separate parish, with an apportionment of the revenues. In

Church.

1853-4 a handsome new parish church was erected from the designs of Mr. Gilbert (since Sir Gilbert) G. Scott, with a noble central tower, forming a conspicuous object in the landscape for a considerable distance round. This church, standing near the avenue leading to Croxteth Hall, combined with the entrance gates and lodge, and the new memorial cross in the village square, gives a fine architectural character to the locality.

Thus far it has been necessary to follow the general history of the township; but as the object of this work is limited to the illustration of the borough of Liverpool, in what remains I will confine myself as far as possible to the municipal portion of the township constituting West Derby ward.

Low Hill.

The earliest settled part was the district of Low Hill, where a hamlet existed from time immemorial, several venerable houses still existing, though the greater part have been taken down and replaced by more modern erections. Mount Vernon and Edgehill next followed, but few of the houses hereabouts bear a date earlier than the beginning of the present century.

Building.

Soon after that time the leading roads into Liverpool from the east, London Road, Edge Lane, and Mill Lane (now Brunswick Road) became fringed with detached villas and pleasant gardens. From the date of about 1825, the streets of the town creeping out eastward overstepped the boundary of the old borough and climbed the eminence, distributing their network of houses right and left. This has gone forward with

an accelerated ratio, especially since 1860. The progress, though not so rapid as that of Everton, has been such as to create a town of very considerable magnitude.

Survey.

I propose as in the former chapters, that the reader shall accompany me in a quiet perambulation of the main streets of the district, taking notes as we go along. We will commence at the top of Islington, corner of Moss Street, the point of junction of Liverpool, Everton, and West Derby.

Brunswick Chapel.

Moss Street was opened about 1810, and named after the owner of the land through which it was cut. Brunswick (Wesleyan) Chapel was completed and opened in 1811. There is something about the design which is worthy of notice. Externally, the advanced tetrastyle Ionic portico, rising the full height of the building, gives it rather a noble aspect, but this is sadly marred by the absurdity of placing the entrance doors outside the portico on each side, exposed to the weather, thus leaving as a mere excrescence what ought to be of the greatest utility as sheltering the access to the entrance. The detail of the work also is mangled by the omission of the architrave from the entablature over the columns. The interior is semicircular on plan, the seats rising all round, being an adaptation of the ancient classical theatre. The result is effective, but is injured by the plain low flat ceiling, and the slender columns by which the roof is supported. The building was designed by Mr. William Byrom, and cost about £8000.

Brunswick Road.

Brunswick Road was originally called Mill Lane, then Folly Lane. In 1812 it took the appellation of Brunswick Place, and in 1822 assumed its present name. I have already described, in the chapter on Everton, Everton House, or "Gregson's Well," which formerly stood at the corner of Everton Road. The next house was a large detached mansion a little to the west, built in 1803 by the Rev. Richard Formby, the incumbent of Trinity Church. It was afterwards called Brunswick House, and was occupied for some years by Mr. James Rawdon, a member of an eminent mercantile firm. The north side of the road, during the first quarter of the present century, became occupied by neat suburban villas, standing in pleasant gardens. Between 1835 and 1840, the fields on the south side, belonging to the Marquis of Salisbury, lord of the manor, were laid out and partially built on with a smaller class of property. The road, from a quiet rural lane, began to assume the aspect of a leading artery. Shops took the place of front gardens. The villas one by one

Formby.

Progress.

CHAP. XVI.

succumbed to their fate, and a busy commercial thoroughfare had fully established itself about 1860. It is much to be regretted that means were not adopted in time to secure an increased width to the road. As it is, one of the main entrances into the town from the eastward, crowded with shops, is little better than a narrow alley.

Erskine Street.

Erskine Street was laid out about 1812, and some good houses built at the lower end, but the upper end was obstructed for many years and prevented being opened out to Low Hill. The lower portion of the land between Brunswick Road and Prescot Street, extending eastward as far as Chapel Place, was built on before 1825. The upper part of the land was built on between 1850 and 1857. Near the top of Erskine Street, on the north side, stand the Wesleyan day-schools erected in 1862 from the designs of Mr. C. O. Ellison at a cost of £4700. They are built of red brick with white stone dressings, with a tower and slated spire, in the modern adaptation of the Jacobean style, and form a pleasing and suitable structure for the purpose.

Wesleyan Schools.

Low Hill.

Proceeding a little farther eastward we arrive at Low Hill, formerly a hamlet within the township of considerable antiquity, but now absorbed into the advancing town with nearly all its ancient features obliterated. A long, low, old-fashioned house with its stabling, farm-buildings, and garden, on the east side near the corner of West Derby Road, still remains. It was for many years the residence of the Plumpton family. Two of the old houses also remain between Gloucester Place and Phythian Street, and another at the south corner of Gloucester Place, with its garden attached. A little farther south we see the schools belonging to St. Jude's Church, erected about 1850. They form rather a handsome building, erected in red sandstone in the Tudor Gothic style with buttresses, mullioned windows, and crenellated battlement. The site was formerly occupied by the West Derby Workhouse, consisting of ranges of old dilapidated buildings which might almost have served for Crabbe's description of the poorhouse in "The Village." When the West Derby Union was formed, a new workhouse was built in Mill Lane, Everton, in 1844, and the old one taken down.

Plumpton.

St. Jude's Schools.

The public-house set back at the corner of Holborn Street is built on the site of the old Coach and Horses, a very ancient hostelry, where man and beast, fatigued with toiling up the hill from the town below, were wont to pause and refresh.

Coach and Horses.

The open space in front is memorable from its connection

with the ancient custom of annually "riding the liberties," or what is called in some places "beating the bounds" of the borough. This ceremony took place during the week preceding St. Luke's Day (October 18), the day for the election of the mayor. The Corporation officials turned out in all the brilliancy of gold lace bands and red plush smalls. State coaches were out of the question, as the procession was of necessity an equestrian one. The time was selected when the tide would allow of skirting the river at low-water mark. The equipage consisted of the mayor, with cocked hat and white wand of office, such of the aldermen and councillors as felt equal to the task, the flunkeys aforesaid, all mounted, and doing their best to look "the gay cavalier." These were usually accompanied by a flying escort of young scapegraces ready to seize any opportunity for fun and frolic. After leaving the Town-hall they proceeded along the dock side to the north shore as far as Beacon's Gutter—at the bottom of the present Boundary Street—and then turned inland. Here the fun began. The boundary to the north and north-east before the year 1830 was not marked by any roads, but was indicated by occasional mere-stones, set up here and there in the fields, each of which the mayor had to touch with his wand. A considerable portion of the route became a regular steeplechase. The stately mayor and the portly aldermen waited quietly for the gates to be opened, but the juveniles dashed off at a gallop over hedge and ditch pell-mell, accompanied by an admiring crowd of small boys, who cut across to meet them at favourite corners, and whose great enjoyment was to raise a shout of triumph over the occasional prostration of an unlucky official, whose equitation was not improved by attendance at Town-hall dinners—

Riding the liberties.

> So hurry, hurry, off they rode
> As fast as fast might be

across country to Scotland Road, then along the valley near the line of the present Great Homer Street to Fox Street, along the fields behind Soho Street to Islington, and so up the brow to Low Hill, where on the esplanade before us a spacious tent was wont to be pitched and a pleasant collation spread therein, after which the company usually dispersed, leaving the southern boundaries to chance or fate.

To show the description and the cost of the entertainment provided seventy years ago on these occasions, I will quote,

CHAP. XVI.

Riding the liberties.

from Master Richard Brooke, a copy of the tavern bill, dated Low Hill, October 18, 1800.

Eatables :

	£	*s.*	*d.*
Roast and boiled beaf Hams, fowls, and tongues Veal pies Pidgeon pies Potted and fresh shrimps	6	3	0
Drinkables :			
Milk punch Rum and brandy punch Brandy Rum	6	9	0
Wine	0	17	6
Ale and porter	1	8	0
Sundry expenses	1	12	0
	16	9	6

With the enlargement of the municipal borough under the Act of 1835, the custom died out. The necessity for some periodical examination of the boundaries has since been demonstrated by the fact that a portion of the division line between Liverpool and West Derby was for some time in dispute, and is even now far from being accurately settled.

Phythian Street and Gloucester Place leading eastward from Low Hill, were laid out in 1811-13, with moderate-sized houses standing in gardens. After the lapse of nearly sixty years, their quiet semi-rural appearance is almost altogether destroyed.

West Derby Road.

In pursuing the course of West Derby Road to the eastward, the division line between Everton and West Derby runs irregularly in the rear of Brougham Terrace and the row of houses to the eastward, then follows the south side of the road as far as the municipal boundary between Every and Division Streets.

I have noticed in a previous chapter the improvement in the road and the rapid development of building since 1861 in this district. Another improvement has more recently been carried out by the Corporation, in extending a new road called Boaler Street in a straight line from the western part of West Derby Road eastward to Sheil Road, forming a fine wide avenue about 1000 yards in length.

At the angle formed by the bifurcation of the road stand the Licensed Victuallers' Association Asylum and Schools, erected in 1852-4. The plan is curved, in the form of a crescent. The building is of very pleasing aspect, built with red brick and white stone, in the Tudor style. The centre building, containing the schoolrooms, master and secretary's residence, boardroom, etc., is three storeys high, with two curved and stepped gables. The wings, two storeys in height, with dormers, contain twelve cottages or almshouses, each providing accommodation for a married couple. The architect was Mr. William Daish. Licensed Victuallers.

A little beyond on the south side of the road, between Farnworth Street and Butler Street, formerly stood the Zoological Gardens. These gardens were established by Mr. Thomas Atkins, who was in his day very celebrated for his travelling menagerie. In 1832 he obtained a lease from Mr. James Plumpton of about nine acres of land, which he enclosed, planted, and laid out very tastefully, and erected suitable buildings for his extensive collection. For many years the gardens were very successful, being a pleasant resort in themselves, besides the interest attaching to the zoological collection. Gradually, however, it became clear that science and natural history of themselves would not pay, and it was necessary to supplement them by attractions of a more popular character, such as fireworks, performances of various kinds, and exhibitions. Ultimately the concern was formed into a limited liability company. By degrees it fell lower and lower in the scale, until the gardens became notorious for the low, dissolute company which resorted thither. In 1863, the lease being out, the place was dismantled, the land was sold, and soon covered with building. Zoological Gardens.

Many celebrities have here from time to time attracted public attention, amongst others the far-famed Blondin, who performed many marvellous feats on a rope stretched at the height of ninety feet above the ground, such as wheeling a barrow blindfold, hanging by one foot from the rope, etc. Blondin.

We have now arrived at the boundary of the municipality in this direction, and in strict adherence to the principle I have laid down I ought to go no farther. There is no rule, however, without its exception, and there are no special reasons why a little transgression may not here be permitted. The parks have become so important a feature in Liverpool, that it would be

CHAP. XVI.

unpardonable to omit them in any memorial of the town. I must therefore crave permission to step over the boundary, to take a survey of Newsham Park, as we have already done in the case of Stanley Park.

A few objects on the way are deserving of notice. The land on the left now covered with building, and forming an integral portion of the town, is the old "Breck," or Brake, the cause of so much contention between Everton and West Derby a hundred and fifty years ago. The streets with which it is intersected have rather a peculiar nomenclature. Some are named from the nature of the soil, as Grey Rock, Red Rock, White Rock Streets. Others go in for the nationalities: Goth, Celt, Saxon, Lombard, have each a street dedicated to their memory. The class of houses varies considerably, but on the whole the neighbourhood has been constructed with due regard to the demands of sanitary science and the comfort of the inhabitants.

The Breck.

Chapels.

Wesleyan.

The only public buildings standing on the "Breck" are the Wesleyan Chapel, in Whitefield Lane, and Norwood Congregational Chapel, in West Derby Road. The former is built of white stone, in the pointed style, with a handsome five-light window in the front, with flowing tracery head. There are two transepts, with a rose-window in each. The establishment is very complete, having suitable vestries and schoolrooms attached. It was erected in 1867-8. Norwood Chapel was built in 1862. The walls are red sandstone, with white stone dressings, in the Pointed style. The front has a double portal, over which is a four-light window, with geometrical tracery head. The flanks have tracery windows, in two lights. Schools and vestries are built behind. The architects were Messrs. Poulton and Woodman of Reading.

Norwood Chapel.

Lassell.

The south side of the road was formerly occupied by detached villas, long since replaced by rows of houses and cottages. One of these villas is worthy of notice, as having been for many years the residence of Mr. William Lassell, the distinguished President of the Royal Astronomical Society. His observatory stood immediately adjoining, and here many of his most valuable researches and discoveries were made.

Breck House.

A little farther eastward, set back some distance from the road, stands Breck House, formerly a part of the Newsham estate, now belonging to the Corporation of Liverpool. In 1826 this was the scene of a singular transaction, which created

a considerable sensation at the time. The house was occupied as a ladies' boarding-school by Miss Margaret Daulby, who had under her charge the only daughter of Mr. Turner, of Shrigley Park, Cheshire, a young lady about seventeen years of age. The affair was wrapped up in considerable mystery, which was never entirely cleared away; but it appears that a scheme was laid by a Mr. Edward Gibbon Wakefield, a person of education and apparent respectability, to carry off the lady, who had great expectations, and to entrap her into a Gretna Green marriage. Miss Daulby was deceived by a forged letter, intimating that Miss Turner's mother was dangerously ill, into allowing her ward to leave in the company of Wakefield. The pretext was then changed, and she was informed that her father was in difficulties, which would be removed by her consenting to the marriage with her conductor. The poor inexperienced girl, terrified and confused, submitted to anything that was required of her. They travelled post over the Border; and after the ceremony went south to London, and thence to Calais, where they were found by her father, who, on the receipt of the strange intelligence, had instantly started in pursuit. Wakefield was tried at Lancaster, on March 23, 1827, for the abduction, and sentenced to three years' imprisonment. The sentence would have been more severe, but it was proved on the trial that—probably repenting of his rash undertaking—he had treated the young lady with every respect and forbearance. He afterwards emigrated to Australia, and was found so intelligent and useful that he ultimately filled a post under Government of considerable responsibility. He also turned his attention to the subject of emigration and colonial administration, on which he wrote several works, which were at the time highly valued. Miss Turner soon after became the wife of Mr. Thomas Legh, of Lyme Hall, Cheshire, M.P. for Newton. She died in 1831, after giving birth to a son—the present Mr. Legh, sometime M.P. for South Lancashire. A monument to her memory is erected in Winwick Church, in the chapel belonging to the family.

Breck House. Abduction of Miss Turner.

Wakefield.

Legh.

We have now arrived at Sheil Park, Sheil Road, and Newsham House and Park, which will deserve a somewhat detailed notice.

The Newsham Estate forms part of a tongue of land in the township of Walton, lying between West Derby and Everton, and intruding for some distance into the former township, to-

Newsham Estate.

CHAP. XVI.

Newsham Estate.

gether with other lands in West Derby. The name Newsham, or Neusum, is very ancient. In the inquisition known as the *Testa de Neville*, taken in the reigns of Henry III. and Edward I., we find it recorded that "Henry de Waleton held fourteen bovates of land in Walton, Wavertree, and *Neusum*, which had been given to his grandfather by William, Earl of Boulogne, to be held by serjeantry of the wapentake," which I take to mean serving the writs and executions issued by the court. The property continued in the Waleton or Walton family until the reign of Edward IV., when it became the property of William Chorley, of Chorley, by marriage with one of the co-heiresses of Roger Walton. It passed by regular descent to Richard Chorley, who, with his son Charles, joined the rebels in 1715; and after the surrender at Preston was tried at Liverpool by the special commission and convicted of high treason. The father was executed at Preston, and the son died in prison. The estates were confiscated and sold. They were purchased by the Molyneuxs (not the Molyneuxs of Croxteth), a family long settled in the neighbourhood. Newsham House was built towards the latter end of the last century by Mr. Thomas Molyneux. It was a commodious, well-built, red brick mansion, standing in a commanding position overlooking the estate. In 1846, owing to commercial reverses, the estate was offered for sale and purchased by the Corporation of Liverpool for the sum of £80,000. The

Yellow House Estate.

Yellow House Estate—so called from the colour of the old farm-house—was subsequently bought, in 1850, making the total area of the property 351 acres, at a cost of £100,000. For some years the estate lay dormant, the mansion and estate being let on lease to Mr. R. C. Gardner, who filled the civic chair in 1862-3; but in 1862 a movement was made, and the noble avenue, called Sheil Road after an old and respected member of the Council, was opened, forming a long-desired link of communication from north to south. At the same time the piece of land cut off on the west side by the new road, containing about fifteen acres, was formed into a public park, called

Sheil Park.

Sheil Park. Soon after this the mania for parks had taken such hold of the public mind, that after steadily resisting for many years the application of the ratepayers' money to such a purpose, the Council, in deference to public opinion, not only determined on the formation of Stanley Park, at the north; Sefton Park, in the south; Prince's Park, Wavertree Park, and Sheil Park, already existing in the east, but resolved that a large

proportion of the Newsham estate should be devoted to a similar purpose. Concurrently with these proceedings, other circumstances took place which materially affected the position and development of the property. The Judges of Assize, when holding their courts in Liverpool, had to be provided with suitable lodging at the expense of the Corporation. A large house in St. Anne Street had hitherto sufficed for this purpose; but the lease having expired and the neighbourhood become deteriorated, it was considered no longer befitting the dignity of the judges nor the honour of the town. After much inquiry and deliberation it was determined that Newsham House should be enlarged and altered for the purpose. This was accomplished at a cost of about £6000, besides furniture costing £5317, 19s. 1d. additional. The house, standing in its own pleasant grounds, containing nearly three acres, undoubtedly affords the best accommodation for the judicial representatives of royalty of any to be met with in the three kingdoms.

Newsham Park.

Judges' Lodgings.

The Bootle branch of the London and North-Western Railway, in passing through the estate, has taken nearly twenty-seven acres, and other outlying portions of the property have been sold to the extent of about seventy-three acres. After allowing for the land occupied by roads there remain in the hands of the Corporation about 247 acres, which are thus disposed of:—

	Acres.
In Sheil Park	15½
Judges' Lodgings	3
Newsham Park	111
Building land connected with the park	46
Building land, east side railway	71½
	247

The 111 acres of park proper have been tastefully laid out and planted, with roads, paths, and avenues formed. It was originally intended that the fringe of land fronting the West Derby Road should be sold for building shops and dwellings in a continuous row, thus shutting off the park entirely from the road; but after strong remonstrances against such an act of Vandalism, better counsels prevailed, and it was determined to plant the margin of the land, and dispose of the part between the plantation and the public park for villas. The lodges, entrances, and balustrading of this park are neat but economi-

CHAP. XVI.

cal, offering in this respect a striking contrast to the extravagance displayed at Stanley Park for the same objects.

Newsham Park.

The north-east corner of Newsham Park is occupied by the Seaman's Orphan Asylum, of which the first stone was laid on the 11th September 1871, and the building opened on the 29th September 1874, as already described in the historical portion of this work. The buildings were designed by Mr. Waterhouse, and are handsome and complete to an extent not often found in similar cases. The institution has become a favourite with the leading merchants and shipowners, and has received the most liberal support.

Church

Before quitting the neighbourhood, we will take a glance at the church recently erected at the corner of Belmont Road (formerly Rocky Lane). It was built at the expense of Mr. William Preston, of Ellel Grange, near Lancaster, mayor in 1858-9, whose town residence, Rock House, was in the immediate neighbourhoood, at a cost of about £14,000. The architects were Messrs. W. and G. Audsley. The style of architecture is that class of Gothic imported from Italy within the last few years, and somewhat modified for English use. The material is common grey brick, with coloured arches, strings, and cornices. The plan is a Latin cross, with a square gabled tower rising at the intersection. The nave has side aisles flanked by buttresses, and lighted by windows in groups of three single lights. The clerestory has rose windows inserted in recesses with semicircular arched heads. The west end has a deeply recessed portal with large rose windows over. The transepts are short, without aisles. The ends are gabled, with rose windows above and double light windows with tracery heads below. The east end is apsidal in five planes with lancet windows. The tower has noble bellchamber windows, two on each side.

The interior is finished with red stock brick with black bands. The piers are polished red granite shafts. The roof is open, in six planes, boarded and intended for decoration.

Difference of opinion may exist as to the particular style adopted, but there can be none as to the taste displayed in the design, and the fertile imagination in the details and decoration.

Avenue.

Leaving Newsham Park by Sheil Road, and skirting the railings of Sheil Park, we arrive at the end of Boaler Street. Opposite this road a straight avenue with a double line of trees has been formed across the park, terminating in a castellated

structure originally intended for a railway bridge, but not now required. This avenue is about 1000 yards in length. When the trees are grown, and the houses erected, the effect of the entire vista, a mile and a half in length, will be second to few of its kind.

The land opened up by Boaler Street and the neighbouring streets is being rapidly covered with buildings. The district extending westward to Low Hill, formerly intersected only by Gloucester Place and Phythian Street, is now being rapidly covered with a network of streets and houses, principally erected since 1858.

Progress Eastward.

We will now return to the foot of the hill, and, commencing at the top of London Road, continue our survey eastward.

In the early years of the present century, from near Camden Street eastward, scarcely a house or building existed in London Road, with the exception of the Gallows Mills, a little above the site of Monument Place. By the year 1823 the lower part of Prescot Street was built on both sides, and a few houses higher up on the north side. Between that year and 1845 the street was lined with houses on both sides, as far as Low Hill.

Office buildings.

Near the bottom of the street, on the south side, stands the office of the Royal Liver Friendly Society, rather an imposing-looking stone-fronted building of three storeys, in the Italian Renaissance style with a *soupçon* of the Gothic in the shafts, mouldings, and details.

Eastward from Low Hill, after passing the old cottages of the ancient hamlet, we come to a row of houses set back in gardens. These were once pleasant suburban residences, but are now surrounded on three sides by the pressure of cottage property. The open fields beyond are now being laid out in streets, with the builder busily at work. Eastward of these fields we come to a series of villas and gardens, which have on the whole pretty well preserved their amenity. They were built in the early years of the present century. To the eastward of this row of villas formerly stood "Gilead House," the residence of Doctor Samuel Solomon. I have already spoken of this gentleman in Chapter IX., *apropos* of his residence in Brownlow Street. I may merely mention here that Gilead House and grounds were kept in beautiful order as long as the doctor lived. In the old coaching days, Dr. Solomon's was the first house greeted in approaching Liverpool, and its trim parterres and close-shaven lawns were grateful to the eyes as a

Gilead House.

CHAP. XVI.

harbinger of home after a long and tedious journey. The house was dismantled, and the land sold for building about 1846. The streets laid out on the land take their names from the great legal dignitaries, Cottenham, Denman, Coleridge, Weightman, Patteson, Rolfe, Coltman, and Pollock.

Kensington.

The road eastward of Low Hill took the name of "Kensington" about 1804, at the time when Gilead House and the neighbouring villas were erected. It was previously called Prescot Lane. The south side of Kensington still remains open fields, with the exception of a hamlet opposite the site of Gilead House, consisting of Gilead Street, Balm Street, etc., erected about 1864-5. Most of the land belongs to Colonel Plumbe Tempest, who is maternally descended from the family of Plumbe, who were considerable owners of land in this district. Vernon's Hall, an ancient mansion situated at the south-east corner of the estate, belongs to the family, but why so named, or when erected, I have not been able to discover.

Reservoir.

To the west of the hamlet just spoken of stands the Kensington reservoir, erected in 1845-6. This is a gigantic work containing nearly 6½ acres of water space, all vaulted over. The summit of the vaults is covered with soil, having grass lawns, and walks, and forms a very pleasant elevated promenade. The reservoir is the receptacle for the water from the Rivington source of supply for the town.

Christ Church.

At the corner of the road leading to the reservoir stands the newly erected Christ Church, the cost of which, including the land about £10,000, was defrayed by a bequest from the late Miss Colquitt, of Green Bank. The design is from the pencil of Messrs. Audsley, the architects of the church in West Derby Road already described. The style is a variety of the same school. The material is brick, with coloured bands and dressings: but the effect is not quite so *recherché* as that of its sister edifice, owing probably to more restricted funds. The plan is a Latin cross, with square east end. The nave has aisles and clerestory, with plain semicircular-headed lights. Like the other church, the transepts and west end are ornamented with rose windows. The leading feature of the building is a bold detached tower rising at the north-west angle, with three plain stages below, and a bold lofty bell-chamber, each face having large two-light windows, united under an embracing arch. The tower has a slated spire, with dormers or *lucarnes* on each face. The west face of the tower has a handsome portal.

The interior is lined with red brick, with black bands. The pier arches are semicircular, springing from polished granite shafts, with richly sculptured capitals, almost Runic in their character. The rose-windows being designed on the principle of what is called plate tracery, where the apertures are pierced in a flat surface, produce a very sparkling effect internally. The church was consecrated on July 21, 1870. Christ Church.

Returning westward, we will again commence at the corner of Moss Street, and look over the district south of Prescot Street. The triangular plot lying between Prescot Street, Boundary Street, and Fairclough Lane, in 1803 had not a house or building upon it. It belonged to the Gascoyne family, being a part of the nine large acres of commons appropriated by the deed of 1718 to the lord of the manor. About 1809 a few houses were built at the bottom of Prescot Street. A small street behind was called Jubilee Street, from the jubilee of the reign of George III. celebrated in that year. Nothing further was done until the erection of St. Jude's Church, which was built in 1831, from the designs of Thomas Rickman. I have already spoken of Mr. Rickman and the character of his works in a previous chapter. St. Jude's exhibits the same peculiarities as those already described—a knowledge of the mediæval style, with feebleness and timidity in carrying it out. The fact is, the public mind was not then prepared to give practical effect to the revival, at that time in its infancy. Hence the horrors of cast-iron tracery, mouldings run in cement, stucco façades, and galleried and ceiled interiors. Yet "the cloth of gold" of the present day would do well to mitigate the smile of contempt at the "homely frieze" which preceded it. Each have had their day, and may probably only be the harbingers of something nobler and grander than either. Between 1835 and 1845 streets were laid out and the land covered. Cecil, Hardwick, Montague, and Hyde Streets are named after the Salisbury family and their connections. West Street commemorates Lady Mary West, daughter of Earl De la Warr, married to the Marquis of Salisbury, and afterwards to the Earl of Derby. Sherwood Street takes the name of the surveyor who laid out the land. St. Jude's. Salisbury Estates.

The land fronting West Derby Street (formerly called Pembroke Road) is part of the commons of West Derby, and is let on building leases of sixty years, at a ground-rent, under the Commissioners. Building was commenced about 1830, but the whole was not covered until about 1860. Common lands.

CHAP. XVI.

Mount Vernon.

The slope of the eminence above is called Mount Vernon. It was first so designated about 1804, when a few villas were built between Minshull Street and Mason Street, probably from the vicinity of Vernon's Hall. Turning along Mount Vernon Street, we see on the west side a range of substantial buildings, which carry us back in imagination to the mediæval period when the convents of the Black Benedictines, the White Augustinians, and the Grey Cistercians, constituted the finest part of the buildings in the towns. The group of buildings before us compose the convent of the Sisters of Mercy, which, from a humble, modest commencement in 1843, with a single ordinary dwelling-house, still remaining, has attained its present extensive development.

Convent.

The object of the Sisters is to administer to the wants of the poor in every department, by aiding the infirm, visiting the sick, educating children, and training up girls for domestic service. The spirit which prompts such self-denying, laborious efforts will find a response in every earnest heart. The sturdiest opponent of Popery witnessing the unostentatious self-sacrifice of the gentle Sisters might unite in the sentiment of our Laureate :—

> Her faith through forms is pure as thine,
> Her hands are quicker unto good ;
> Oh sacred be the flesh and blood
> To which she links a life divine.

The neighbourhood has become densely covered with cottages. At the northern extremity a house and garden still exist erected by Mr. George Yates in 1795. One adjoining, built about the same time, by Mr. George Venables, merchant, has been taken down and built over.

The land on the east side of Mount Vernon Street, extending to Hall Lane (originally Mount Vernon), was for several years the Volunteer parade-ground, and witnessed many a gay display of martial ardour in the early days of Volunteering. In 1864 it fell into the hands of the Welsh builders, and was soon covered with neat rows of cottages. Whether it be a sort of protest against the convent below I know not, but the streets are all, with one exception, named after sound Protestant divines —Warburton, Tillotson, Horsley, Bengel, Bunyan, Doddridge, Binney. The only doubtful case is Ambrose Street, which may possibly be dedicated to Ambrose, Bishop of Milan ; but much

more likely it commemorates Isaac Ambrose, the Puritan preacher of Preston, in the reign of Charles I. The Volunteer parade-ground has been removed to the open fields farther eastward. Mount Vernon.

The only building of a public character in this block is the Welsh Baptist Chapel, Hall Lane, built in 1869. It is a brick building, in the pointed style. The front has a three-light window, the mullions of which are neatly moulded in brick. Baptist Chapel.

The summit of the hill is crowned by the Church of St. Mary, usually called Edge Hill Church. The height of the hill above the sea-level is about 230 feet, which, with the exception of the site of Everton Church (250 feet), is the highest point about Liverpool. The name Edge Hill is not, like Low Hill, an ancient appellation. In Yates and Perry's map of 1769 it is called "Chetham's Brow." I have not been able to trace the name farther back than the latter end of last century. The probability is, that being the termination of Edge Lane, which has been so called from time immemorial, the brow or hill has naturally taken the same name, when the common lands were enclosed. Edge Hill.

The church was commenced in 1812, and opened in the following year. Placed on the highest pinnacle of the hill, overlooking the town below, the tower of this church is visible for many miles on every side. The site was one to have stimulated mediocrity into genius, and to have prompted the founders and the architect to put forth every effort to produce something which should be worthy of the occasion; but, alas! there was no responsive voice to the call. The opportunity was lost, never to be recalled. A plain brick parallelogram, with pseudo-Gothic windows and square brick tower, lifts its audacious front and publishes in the most conspicuous manner the state of the arts in Liverpool at the date of its erection. St. Mary's, Edge Hill.

The land above the church remained a rocky knoll, open and unenclosed, down to about 1830. Holland Place and Clare Terrace and the neighbouring houses were built soon after that date.

Edge Lane is one of the original roads leading into Liverpool from the east. In 1769 the north side of the road was thinly sprinkled with houses between Vernon's Hall and Fairfield. The commodious-looking house opposite the end of Marmaduke Street (formerly Duke Street North) was for some years the residence of Mr. Ottiwell Wood, who built it in 1815. He Edge Lane.

CHAP. XVI

was a gentleman who took an active part on the Liberal side in politics at a period long anterior to the Reform Act of 1832. His son, Mr. John Wood, represented Preston in Parliament, and subsequently filled for many years the office of Chief Commissioner of Stamps and Taxes. Mr. Ottiwell Wood's name, so full of double consonants, was often the subject of a joke. On one occasion, having to give evidence in a court of justice, the judge in taking down his name asked him to spell it. He did so—"O, double t, i, double u, e, double l, double u, double o, d." The judge threw down his pen in despair, saying, "I never heard such a name in my life."

Ottiwell Wood.

The neat villas fronting the road east of Mr. Wood's were built in the first quarter of the present century. The house opposite Botanic Road, with the fine trees in front, was erected by the Durning family, who were owners of considerable lands in the neighbourhood. The property descended to the two daughters of Mr. William Durning, who married respectively Mr. George Holt, of whom mention has been made, and Mr. J. B. Smith, sometime M.P. for Norwich.

Durning.

The red stone Gothic house at the corner of Botanic Road was built by Mr. James Ryley in 1830.

Ryley.

The land from a little west of Deane Street, extending eastward, formed part of the Fairfield Estate, which was purchased, soon after the middle of last century, by Mr. Edward Falkner, merchant, who previously resided in Oldhall Street. The house which he erected, called Fairfield Hall, from some fancied peculiarity in its design was popularly known by the name of "Teacaddy Hall." Mr. Falkner filled the office of High Sheriff of the county in 1788. In 1796 he aided in raising a troop of Volunteer cavalry, of which he took the command. He was also appointed Receiver-General of the Land Tax for the county, an office of considerable emolument. He married the sister of General Sir Banastre Tarleton, sometime M.P. for the borough. After Mr. Falkner's decease, about 1825, his son, Mr. E. D. Falkner, laid out a large part of the estate for building. Deane Street and Beech Street were formed about 1833, and have been partially built on, but not to the same extent as the more eastern parts of the estate, Holly Road, Laurel Road, etc., which are beyond the boundary of the borough.

Fairfield Estate.

Falkner.

In 1836 a Jewish cemetery and mortuary chapel were constructed on the west side of Deane Street.

Jewish Cemetery.

A church in connection with the Presbyterian Free Church was built on the east side of Beech Street in 1864. It is a neat stone-fronted building, with a small tower and spire at the north-west angle. Free Church.

The Botanic Gardens are situated on the south side of Edge Lane, on the verge of the municipal boundary, occupying about $11\frac{1}{4}$ acres of land. In Chapter IX. I have already recorded the establishment of the original gardens in Mount Pleasant in 1802, and their removal to the present site in 1836. In 1841 they were transferred to the public under Mr. Ewart's Museum and Libraries Act, the Corporation undertaking to pay the sum of £3800 borrowed by the proprietors. The reputation of the Liverpool Botanic Garden greatly increased under the management of the late curator, Mr. Tyerman. In addition to the scientific arrangement of the collection of plants under glass and in the open air, the popular taste was annually gratified by the beauty of the flowers in the parterres, which for elegance in laying out and the rich combination of colour displayed, might vie with those of any gardens in the kingdom. Botanic Gardens.

Wavertree Park, which has proved an inestimable boon as a recreation ground for the people, owes its existence almost to an accident. The site was formerly occupied by an old-fashioned mansion, surrounded by a grove of noble elms, a few of which yet remain, nearly destroyed by the sulphureous fumes of the neighbouring gasworks. The house was called Plumbes Hall from the family which occupied it. It was subsequently tenanted by Mr. Charles Lawrence, mayor in 1823-4. Mr. Lawrence was one of the originators of the Liverpool and Manchester Railway, and filled for some years the office of chairman, at a time when the duties were most arduous and the difficulties almost insuperable. It was by the efforts of him and a few others of a similar stamp, that the genius of George Stephenson obtained a clear stage and fair play for its grand conceptions. Afterwards the house was occupied by Sir Joshua Walmsley, Knt., mayor in 1839-40, and sometime M.P. for Leicester. Wavertree Park. Plumbes Hall.

It was purchased by the Corporation in 1843 as a site for a new borough gaol, for the sum of £10,000; and in 1858 a further quantity of land was added at an expense of £4569, 10s. 9d. After taking down the mansion, the situation was judged unsuitable by the government authorities, and the land remained a tangled wilderness for some years. About 1854, a Purchase.

CHAP. XVI.

Park laid out.

strong feeling began to prevail in the public mind in favour of establishing parks for the people. The land in question lying idle, it was determined by the Council, as an experiment, to lay it out, at a moderate expense, as an adjunct to the Botanic Gardens, for public use. In 1856, this was accomplished, and never was an experiment more successful. Compared with the other parks, Wavertree Park is small, containing only twenty-four acres, and of very humble pretensions in its embellishment, but the crowds by which it is frequented, particularly on Thursday evenings in summer, when the bands of several of the public institutions occasionally play, testify to its value in public estimation. By the way, its name is a misnomer, as no part of the land is situated within Wavertree, the boundary line running along its eastern margin.

Wavertree Road.

We have now arrived at Wavertree Road, at present a somewhat unsightly entrance into Liverpool from the east, flanked with shops and dwellings of an inferior class. Down to 1830 this road was a beautiful avenue lined with tall trees on each side, whose umbrageous foliage meeting overhead, imparted a grand and solemn character to the vista. The construction of the railway crossing the road at first on the level, and the subsequent construction of the bridge with its long approaches, made the first inroad; the gradual appropriation of the land for building has done the rest. Just where the railway crosses the road stood a farm-house and orchard called Bridge House, from a bridge over the brook forming the division between the townships. About half-way from Edgehill stood an old picturesque cottage, originally called the "Pump House," but subsequently converted into a tavern called the Halfway House, with a tea-garden and skittle-ground.

Rake Lane.

Rake Lane (now Durning Road) is an ancient road. The villas lining the east side were built at various times during the early years of the present century, on land purchased from Mr. Durning. Sir John Bent, mayor in 1850-1, who was knighted on the occasion of the visit of the Queen and the Prince Consort, resided here. Another villa was erected and occupied by Mr. George Holt, who succeeded to a portion of Mr. Durning's property. The land on the north side of Wavertee Road, east of Edgehill, remained open fields down to a recent period. The corner of Rake Lane and Wavertree Road was occupied by a commodious villa and grounds long tenanted by Mr. John Timothy Swainson, Collector of Customs, whose son, Mr. C. L.

Swainson.

Swainson, was for many years incumbent of St. Mary's, Edgehill. In 1864-5, the house was demolished, and the gardens and grounds covered with houses and streets—Dodge, Byford, Wynne Streets, etc.

In 1874 the builders made a farther advance, and from that time the remaining portion as far as Wavertree Park has succumbed to the invasion of bricks and mortar.

Salisbury Estate.

The land on the south side the road belonging to the Marquis of Salisbury, including Speke, Ryder, Ash, and Arrow Streets, was built on about 1856-7.

Tunnel Road, as the name implies, is coeval with the construction of the railway, so far as it leads thereto. Its continuation southwards into Smithdown Lane was only completed in 1867, forming with Rake Lane (recently widened) and Lodge Lane a valuable link of communication north and south.

Railway.

A large proportion of the land east of Tunnel Road between Wavertree Road and Smithdown Lane is occupied by the Edgehill Railway Station, which contains about twenty acres within the municipal boundary, with at least an equal quantity immediately adjoining external to the borough. The accommodation for the traffic has been gradually developing to its present gigantic dimensions from the memorable September 15, 1830, when by the opening of this line a new era of commercial enterprise dawned upon the world. The conception and grandeur of the event were rendered more solemn and even awful by the sacrifice of the life of a statesman of great efficiency and still greater promise, William Huskisson, M.P. for the borough.

Opening day.

The web of life is of a mingled yarn, and the most solemn occasions are frequently mixed up like one of Shakespeare's tragedies, with an element of the comic. On the opening day of the railway, of course every point from whence the procession could be best seen was eagerly availed of. A tolerably high chimney had recently been built on the railway ground, affording a sufficient platform on the scaffolding at the top for the accommodation of two or three persons. Two gentlemen connected with the engineer's department took advantage of this crowning eminence to obtain a really "bird's-eye view" of the whole proceedings. They were wound up by the tackle used in hoisting the bricks, and enjoyed the perspective from their airy height to their hearts' content. When all was over they of course wished to descend, and gave the signal to be let down again, but alas! there was no response. The man in charge,

CHAP. XVI.

excited by the events of the day, and, confused by the sorrowful news by which it was closed, and, it may be, oblivious from other causes, had utterly forgotten his engagement and gone home. Here was a prospect. The shades of evening were gathering, the multitudes departing, and every probability of being obliged to act the part of St. Simeon Stylites very involuntarily. Despair added force and strength to their lungs, and at length their condition and difficulty having attracted attention, they were relieved from their unpleasant predicament.

East of the railway station and adjoining the grounds of the Liverpool Cricket Club, famous in the history of the noble craft, stands a hamlet little known and seldom visited except by its inhabitants, which is a curiosity in its way.

It lies almost as secluded as the Valley of Rasselas. There is no thoroughfare through its quiet precinct, and the rattle of carts and carriages is never heard. Each house has its pleasant garden in front, blooming with flowers laid out in multifarious variety as suits the taste of the occupants, with here and there a little glazed projection for a conservatory.

Spekefield Cottages.

What is the name, asks the wondering reader, of this suburban Eden? Where can such a "rus in urbe" be found? Kind sir, it is not far to seek. It is called the "Spekefield Cottages," consisting of about seventy-five houses, the greater part of them forming three sides of a quadrangle, the gardens in the intermediate space intersected by an avenue. They were commenced about 1846 by Mr. J. S. Leigh, to whose successor the greater part of them still belong, principally for the accommodation of the railway workmen, though they are by no means confined to that class. The quiet retirement of a locality so near the town, and the pretty effect of the cluster of gardens in the summer, blooming with flowers, render the little hamlet well worthy of a visit.

Pembroke Chapel.

We will now return to the foot of the hill at the point from whence so many streets radiate, the lower end of West Derby Street. Pembroke Chapel, which occupies a conspicuous position at the acute angle, was built in 1839, owing to a difference of opinion arising in the Baptist congregation in Byrom Street as already described. It is a commodious building of white stone with a tetrastyle Ionic portico and pediment in front, the sides plain ashlar. The architect was Mr. Joseph Franklin, for some years surveyor to the Corporation. The row of houses above the chapel, set back from the street, extending to Min-

shull Street, were built about 1815, after which the neighbourhood remained stationary for many years. The land above Minshull Street, belonging to Lord Salisbury, containing Hatfield Street, Cranbourne Street, and Parron Street, was laid out and built on between 1847 and 1849. A pleasant villa and garden formerly stood fronting Paddington at the corner of Minshull Street, which was demolished for building about the same time. The land immediately below, extending to Crown Street, Little Woolton Street, Green Street, etc., also belonging to Lord Salisbury, was built on about 1844-5. Pembroke Chapel.

Paddington was first so named in 1805. There seems to have been a *penchant* about that period for imitating in our streets the names of Metropolitan districts. Islington and Kensington were so called a little before that date. Paddington.

The original settlement of Edgehill took place about the beginning of the present century, and comprised the district between King Street (now Kinglake Street) and Smithdown Lane from east to west, and between Paddington and Clarence Street from north to south. Much of this land, however, remained unbuilt on for many years. Mason Street was the first developed. It took its name from Mr. Edward Mason, timber merchant, who had his domicile and business establishment, as far back as 1766, in Mason Street, Wapping, then a new street, to which he gave the name. About 1800 he built a mansion at Edgehill, near the north end of the present Mason Street. The gardens and grounds were very extensive, reaching the whole length of Paddington as far as Smithdown Lane. Mr. Mason died at a ripe old age in 1814. His daughter, Miss Mason, continued to occupy the house until her decease in 1833. After her death the property was sold, and about 1844 the house was dismantled and the grounds built over. Edgehill. Mason.

The land south of Mr. Mason's, extending to Grinfield Street southward, and to Smithdown Lane westward, formed part of the waste lands of the township, and was leased by the Commissioners in 1796 and 1797 for sixty years. Soon afterwards eight detached houses of rather superior character were built thereon. The subsequent history of this locality is connected with the name of a man of eccentric habits and extraordinary character, Mr. Joseph Williamson. This gentleman was a tobacco manufacturer, in Parr Street, Liverpool. He succeeded Mr. Thomas Moss Tate, whose daughter he married. His name first appears in the Directory in 1804, Mr. Tate having Joseph Williamson.

CHAP. XVI.

Joseph Williamson.

died just previously. In 1806 he purchased the property in question, and came to reside in Mason Street. About 1818 he retired from business, and from that time until his decease in 1841, he employed himself in some of the most extraordinary operations which can be conceived. He filled up the vacant spaces between the houses in Mason Street with buildings of the strangest and most uncouth character, literally answering Gray's description of

> Windows that exclude the light,
> And passages that lead to nothing.

Projections and recesses abounded in irregular disorder, storeys of all heights, some rooms without windows, others apparently all window, some buildings run up by working night and day, others left unfinished for years. The building constructions were however utterly outdone by his excavations and earthworks. The land standing on the side of a hill, there was a natural temptation to construct terraces and vaults. This led to quarrying for stone. This again caused the construction of more vaults, until the whole hill-side became honeycombed, excavated, and pervaded by caves, vaults, and yawning chasms utterly without meaning, plan, or object. Some of these vaults were of enormous size and solid construction, 30 or 40 feet wide and 50 feet in height. His manners were as eccentric as his conduct. Of noble exterior and courtly bearing when he chose to practise it, his usual costume was mean and slovenly, and his manner to strangers offensive. Being a widower without family, his singular mode of expenditure injured no one but himself, though there is no doubt that his means were considerably straitened in the latter part of his life. The simplest explanation of his extraordinary proclivities is that, as the Scotch say, he had "a bee in his bonnet," or, in plain English, that his mind was off its balance. The land reverted to the West Derby Commissioners at the expiration of the leases in 1856-7. It has since been disposed of in various ways. A portion is occupied as stabling for the scavenging department of the town, with provision for about fifty horses. Another part is the site of the ventilating tower of the railway tunnel which passes under the land. Here the vaults and caverns of Mr. Williamson have proved of service, a 50-horse engine and boilers with the huge ventilating fan being lodged in these underground constructions. With this exception the excavations have been

filled up, and nothing external remains to indicate the site of such whimsical and misdirected ingenuity, the results of which have passed away like an uneasy nightmare.

The land between Smithdown Lane and Crown Street, belonging to the Marquis of Salisbury, comprising Bamber Street, etc., was laid out and built on between 1845 and 1849.

St. Stephen the Martyr.

The church of St. Stephen the Martyr, at the corner of Crown and Mildred Streets, was opened in 1851. It is built of red sandstone in the thirteenth-century pointed style. It has a nave and aisles without clerestory, a five-light west window with geometrical tracery, a south porch, and a bell turret between the nave and chancel. The architecture is correct enough in point of style, but the general result is somewhat heavy in effect.

Smithdown Lane.

Smithdown Lane is probably the most ancient road about Liverpool, and is the only relic of the "Esmedune" of Domesday Book. That Smithdown or Smeatham Lane was the road to the Manor of *Æsmedune* there can be no question, but it is rather difficult to determine where the Manor was situated. There is reason to believe that the boundaries of West Derby and Toxteth Park have been altered since the Conquest. We should naturally look for the site of Esmedune within the limits of the parish of Liverpool. The Domesday record states that the manor was held by one Edelmund, and contained "one carucate of land worth thirty-two pence." A carucate was such a quantity as could be kept in tillage by a single plough drawn by eight oxen. Ducange estimates this at 180 acres, which seems to modern ideas rather excessive. 180 acres is about one-tenth of the area of the parish of Liverpool, which contains 1858 acres, and looking at the quantity of marsh land in the Mosslake, and the wide expanse of the great heath, a rocky common covered with whin bushes and fern, 180 acres of cultivated land seems quite as much as could be expected in the locality at that early period.

Manor of Esmedune or Smithdown.

In a writ of inquiry of the 5th Henry III. the town or place of *Shinthedun* is mentioned, which it is stated King John had wasted by the Hey or enclosure of Toxtethe. In an escheat of the 25th Edward I. we find that amongst the possessions of Edmund Crouchback, Earl of Lancaster, was a place called the Earl's *Smitheden*, in connection with the forest of West Derby. In 1316, Thomas, Earl of Lancaster, granted *Smithedun* along with Toxteth to the Abbey of Whalley. Even so late as the reign of Charles I., receivers of crown-rents were appointed

CHAP. XVI.

amongst other places for "Toxteth, *Smithdon* Moss, and Letherpoole." Some further information on this subject will be found in the chapter on Toxteth Park.

Returning up the hill to Mason Street, from which we have been diverted by Mr. Williamson's "whims and oddities," I would notice that the last house but one at the southern end, on the west side, was long the residence of the Rev. T. Raffles, LL.D., who has been mentioned in a previous chapter. The house was roomy and convenient, with a large garden behind, raised up on a high terrace, considerably above the level of the street. Many of the most eminent public men both of England and America have here, at one time or another, been the doctor's guests. His company was much sought after. His genial flow of conversation, full of anecdote and fun; his inimitable dramatic power in telling a story, set off by his portly presence and the silver tones of his voice; his extensive collection of autographs and relics, many of them unique, which he delighted to exhibit, and to bring out their points to the best advantage—rendered a visit to Mason Street something to be stored up in the mind for future pleasant reminiscence.

Dr. Raffles.

Mason Street was an ancient road, and the original houses were of a superior class. High Street (now Highgate Street) was a new street laid out before 1800. The first houses built were of a respectable class, set back in gardens; but, before many years had elapsed, the street was invaded by a low class of property, in courts and narrow streets extending back to Mason Street, which deteriorated the character of the neighbourhood, even before Mr. Williamson began his operations. Sidney Place, Clarence Street, Myers Street, and Edge Vale were commenced about 1815, with a class of neat small houses set back in gardens.

High Street.

The row of large houses called Grinfield Terrace, with garden plots in front, looking over Smithdown Lane westward, was commenced about 1818.

Grinfield Terrace.

The introduction of the London and North-Western Railway, with its goods station and ranges of coalyards along Crown Street, which commenced in 1831, has done much to change the character of the neighbourhood. Adjoining the railway yard stood until recently one of the windmills yet remaining in the borough, where a century ago they might have been counted by scores. Each of them has to be eked out by steam, and before many years they will become things of the past.

White's Mill.

CHAP. XVI.

Duke Street, etc.

Duke Street (now Marmaduke Street) and King Street (now Kinglake Street) were laid out about 1806. The continuation of the latter, called Queen Street, was first built on about 1821. Lord Street, the continuation of Duke Street, remained open ground until 1832. The narrow dense cross streets connecting the two were filled up with buildings from 1850 to 1860.

Chatham Place.

The fine row of houses called Chatham Place was built about 1820. The chapel immediately opposite, with long lancet windows and porch, was built in 1861 by the New Connection Methodists. In 1868 it was transferred to the Independents or Congregationalists.

The schools belonging to St. Mary's Church, on the west side of King Street, were built in 1861. The building is of white stone in a neat style of mediæval architecture, from the designs of Mr. Denison Jee.

St. Anne's Roman Catholic Church.

On the east side of Lord Street stands the Roman Catholic Church of St. Anne, erected in 1844. It is a red stone Gothic building, with nave, aisles, and chancel, and a boldly marked west-end tower, intended at some future period to carry a spire. The window tracery is of the fourteenth century geometrical character. The building as a whole possesses considerable merit, but from its unfortunate position it is hardly possible to see any portion of it except the west end.

Chatsworth Street, etc.

Down to the year 1847, the land between Lord Street and Tunnel Road, extending from Wavertree Road to Smithdown Lane, with some trifling exceptions, was open fields, belonging to Mr. William Chadwick and the Earle family. About that time an impulse was given to building which resulted in carrying through the useful thoroughfare of Chatsworth Street from Wavertree Road to Smithdown Lane, and the filling up of the large block between this and Lord Street. Between Chatsworth Street and Tunnel Road the colonisation has been at a later period. An influx of Welsh builders invaded Messrs. Earles' fields about 1863, and in a few years the whole surface north of the railway was covered with houses. The land south of the railway was developed at a later period, commencing with the opening out of Tunnel Road in 1867. By the year 1870 nearly the whole of the land west of Tunnel Road was occupied by crowded streets.

Tunnel Road.

St. Catherine's.

St. Catherine's Church, situated on the west side of Tunnel Road near the railway, is a plain brick structure, intended as a working man's church. To criticise it severely would be unfair,

CHAP. XVI.

the object of the structure being so laudable; but we shall see a little farther on what may be done under the same circumstances in an architectural point of view.

Gymnasium.

An open piece of ground at the south end of Chatsworth Street, corner of Smithdown Lane, was occupied for some time as a public gymnasium, which was afterwards transferred to the opposite side of the road, and subsequently discontinued. Several of these gymnasia were established from 1858 to 1860, at the expense of a benevolent gentleman of the town, and afterwards transferred to the Corporation, to be maintained at the public expense. It cannot be said that they have been a success. Their object and purpose was doubtless praiseworthy; but, in a large and mixed community, it too frequently happens that public facilities of a recreative kind are taken possession of by the "roughs," leading to disorderly gatherings injurious to the neighbourhoods where they are placed. So it has been found in the present instance, which has led to their discontinuance.

The block of land east of Crown Street, as far as Smithdown Lane, between Falkner Street and Upper Parliament Street, consisted of open fields down to 1834. It was then laid out for building and became rapidly covered with a dense mass of narrow streets laid out very irregularly, owing to the form of the original divisions of the land, which have been followed in all their tortuous ramifications. The Patent Safe Works of

Milner's works.

Messrs. Milner and Son, which are situated in this block, have obtained a world-wide reputation. Originally established in Cable Street, they were removed to Smithdown Lane in 1853, and have been annually increasing in extent and power. They are carried on with great spirit, employing on the spot several

Foundry.

hundreds of workmen. The Foundry and Engine Works of Messrs. Hamilton and Company (limited), formerly situated by the side of the railway, within a short distance, were established originally in 1847 by Messrs. Smith and Willey, who also carried on the works now occupied by Messrs. Milner and Son. They came into the hands of Messrs. Hamilton and Company about 1859, and gradually grew up to a very large extent, but have recently been removed to Garston.

Within the block I have just been describing in a low and crowded locality, which it would take a stranger some difficulty to find, at the corner of Pine, Grove, and Dinorben Streets,

St. Nathaniel's.

stands the church of St. Nathaniel, erected in 1868 9. This building is an excellent example of the effect which may be

produced by the skilful use of common materials. It is essentially a poor man's church, with nothing pretentious about it. The walls are common brick; the windows of the nave and aisles are mere plain lights with square sinkings; the roof is finished at the eaves with common iron spouts, and yet there is something about it noble, dignified, and effective. The plan has nave and aisles with clerestory. The east end has a semi-circular apse. The tower at the north-west corner is bold and good, with a handsome portal of moulded brick below, and large well-proportioned bell-chamber lights, three on each face above. The west front has two double-light windows, with geometrical tracery heads embraced under a bold arch, containing a circular cuspated light, which produces a fine bold effect. Altogether the design is one of very satisfactory character for its purpose. The architect was Mr. David Walker. St. Nathaniel's

Proceeding along Smithdown Lane, without venturing for the present to intrude into the region of Toxteth Park, at Tunnel Road we arrive at the boundary of the Spekelands Estate, which extends to the limit of the township and borough, which are here conterminous. *Speke*, and *Speke-lands* are, in all probability, derived from *spic*, bacon; *spican*, to fatten; as being covered with beech or other woods furnishing "mast" for feeding swine. Spekelands.

The estate was purchased, near the close of the last century, by Mr. Thomas Earle, who had previously lived in Hanover Street. At first he resided at the Brook farm-house, which still stands on the property. About 1804-5 he erected the present Spekelands House, a large square building of white stone, where he resided till his decease in 1822. It was occupied by his widow for some years, and subsequently let to various persons.

The estate is now ripe for the builder, and will doubtless before long be covered with a labyrinth of brick and mortar.

At this point terminates our somewhat lengthy survey of West Derby.

CHAPTER XVII.

TOXTETH PARK: MUNICIPAL PORTION.

CHAP. XVII.

Site.

THE township of Toxteth Park, which adjoins the original borough and parish of Liverpool on the south, contains 2352 acres, of which 1056, or nearly one-half, are included in the municipal district, constituting two of the wards into which the municipality is divided.

Contour.

The surface is for the most part covered with clay, overlying the new red sandstone, moderately undulating in its contour, rising at its north-eastern extremity, at the Waterworks, Lodge Lane, to an elevation of 190 feet above the sea-level. The frontage to the estuary of the Mersey from the Queen's Dock to Otterspool is a little above three miles. About midway the outcrop of the sandstone at Dingle Bank presents a bold promontory projecting into the river, and exercising an important influence on the current and direction of the tides. The watercourses at the Dingle and Otterspool have scooped out two picturesque little valleys, which have been planted and laid out with considerable taste by their respective owners.

Domesday.

For the earliest specific information respecting Toxteth Park we must, as usual, turn to the Domesday Survey. From this we learn that at the date of the record the manor was divided between two thanes, Bernulf and Stainulf, each of whom held one virgate and half a carucate of land, at the rent of four shillings.[1]

Name.

The name in Domesday Book is spelled *Stochestede*, which

[1] A carucate was the quantity which could be kept in cultivation by one plough and eight oxen. The virgate, or A.-S. "*gyrdland*," is uncertain as to quantity, but as it was measured by a staff, it was probably only applied to land of superior quality.

points pretty clearly to its origin and meaning, "the wooden station."[1]

Esmedune.

Toxteth is so mixed up in its early history with the extinct and enigmatical manor of Esmedune, or Smithdown, that it is necessary to couple the two together during a considerable period. At the time of Domesday, Esmedune was held by Edelmund, with one carucate of land, worth thirty-two pence. Here is distinct evidence of a separate manor, with a quantity of land, according to the usual computation, of about 180 statute acres. That this must have been immediately contiguous to Toxteth Park will be evident as we proceed.

Manor. Molyneux. King John.

The manor of Toxteth having formed part of the grant after the Conquest to Roger de Poictou, was by him conferred on his trusty follower, William de Molines, the founder of the family of Molyneux of Sefton. When King John, early in his reign, took a fancy to the locality and founded the town and port of Liverpool, he determined, like the Corporation 650 years later, to enclose and form a park on the south side of the town for his amusement and recreation. To accomplish this he purchased from the Molyneuxs the manor of Toxteth, giving in exchange a manor to the north of Liverpool—it is supposed Litherland. This is referred to by an entry in the *Testa de Neville*, where the exchange is mentioned.

[1] I may here throw into a note a few philological memoranda, which could not so well find a place in the text.

Mr. E. Baines (*Hist. of Lancashire*, vol. iv. p. 190) gives the etymology of Toxteth as "the woody place; *stoc* a wood, and *stæthe*, *stathe* or *sted*, a station, a place." Mr. Joseph Boult, in a paper read in 1867, before the Archæological Society of Liverpool, analyses the name into *stoc*, a stem or trunk, and *stædth* a shore, or river bank, signifying therefore, "the wooded shore," or, as he puts it in a note, "the stocks on the river's bank."

On these derivations I have to observe that A.-S. *stoc* is never used for growing timber. Its primary meaning is "a log of wood." In composition it is of very common occurrence, employed to indicate constructions in wood as contradistinguished from those in stone. Thus, there is a Stockbridge (wooden bridge), Hants; Stanbridge, Essex, Stanford or Stamford, which means a stone bridge in place of a ford (six times). Stockbury, Kent; Stainborough, York; Stockton, the wooden town (eight times); Stanton, Stainton, Staunton (thirty-six times); so, Stanstead, the stone settlement (six times); and here Stockstead, the wooden settlement.

Mr. Boult has confounded the suffix *stede*, a clearing, a station, with *stæth* (modern English staith), a landing-place, which is an entirely different word. Out of the hundreds, if not thousands of English names ending in *stead*, such as Hampstead, Wanstead, Plumstead, Worstead, etc., the vast majority have nothing to do with either rivers or landing-places.

CHAP. XVII.

Hunting staff.

From the sheriff's accounts in the latter part of John's reign, it would seem that a large hunting establishment had been already formed. Charges are made for the expenses of the master huntsman and forty-nine men, ten horses, two packs of dogs, fifty-two spaniels, 2000 hand-nets, and 260 cocks. John was an eager sportsman, and his vacillating character appears nowhere so much in earnest as when issuing instructions about the treatment of his hawks and hounds, as in the following specimen: "We send to you three gyr-falcons, and Gibbun, the gyr-falcon, than which we do not possess a better, and one falcon gentle, commanding you to receive them and place them in the mewes and provide for their food plump goats, and sometimes good hens, and once every week let them have the flesh of hares, and procure good mastiffs to guard the mewes."

Notwithstanding this promising commencement, Toxteth Park, as a sporting establishment, found no favour in the eyes of the successors of King John, nor does it appear that it ever received the honour of a royal visit.

John died in 1216. Nine years afterwards, in consequence of the wide-spread discontent with the forests, parks, and game preserves of the Plantagenet kings, the "Carta de Foresta" was granted by Henry III., enacting that all the forests which had been made by the three previous monarchs should be destroyed and thrown open, except those formed on their own demesnes. Of the *Perambulatio de Foresta*, arising out of this charter, I have already spoken in Chapter XVI., so far as relates to the Forest of West Derby. In relation to the forests of Lancashire generally, the Commissioners report: Quod totus comitatus Lancastriæ debet deafforestari secundum tenorem cartæ de foresta preter boscos subscriptos." Amongst the excepted forests was that of Toxteth Park. They then proceed to define the boundaries of the park or forest. Of this document there are two copies; one inserted in one of the volumes, called the *Testa de Neville*, deposited in the office of the Queen's Remembrancer, in the Court of Exchequer; the other in the coucher-book or chartulary of the Abbey of Whalley. Of the former Mr. Baines gives an English translation—it is to be presumed preserving the orthography of the names; the latter is given in the original form in the tenth volume of the publications of the Chetham Society. As the results are very curious, and as the documents differ, I will give them both. The English translation from the *Testa de Neville* runs as follows: From "where

Carta de Foresta.

"Perambulatio."

Report.

Oskelesbrok falls into the Mersee, and following the course of Oskelesbrok to the park of Magewom, and from the park to Bromegge, and following Bromegge to the Brownlowe, and thence crossing to the ancient turbaries between the two meres up to Lambisthorn, descending to the Waterfall of Stirpullhead, and following Stirpull in its descent to the Mersee." The Latin original from the coucher-book reads thus: "Per has divisas, scilicet, sicut ubi Oskelesbrok cadit in Mersee, sequendo Oskelesbrok in ascendendo usque ad pratum de Magewom, et de prato usque ad Brounegge, sequendo de Brounegge usque ad Brymeclogh, et inde ex transverso usque ad veteres turbarias inter duas maras usque ad Lambesthorn, et de Lambesthorne, in descendendo usque ad Waterfall Capitis de Oterpol, sequendo Oterpol in descendendo usque in Mersee." Boundary.

In endeavouring to identify the boundaries as given above, one point is perfectly clear, that the line along the Mersey terminates at each end with a watercourse or pool. Now, between the outfall of Otterspool, on the south, and the old pool of Liverpool, on the north, there has never existed any watercourse which would at all answer the description in the text. The dell of the Dingle and that through St. Michael's Hamlet are out of the question, as being too far south. There formerly existed a small brook taking its rise about the Parliament fields, crossing the Park Road near the Old Mill, where it formed a dam, and descending into the river near the south end of the Queen's Dock. This has long been obliterated, and must at its best have been a very tiny stream. *Primâ facie*, then, there is evidence that the limits of Toxteth Park in the thirteenth century along the seaboard lay within the two *embouchures* of Liverpool and Otterspool. Let us now trace the landward boundaries. I suppose Oskelesbrok must be identified with Otterspool, though it is singular that the name of *Oterpull* should be given in the coucher version to the watercourse at the other extremity.[1] *Oskr* in old Norse, *Onskelig* in Danish, signify pleasant, desirable. Mary Oskatel is the name of the heroine in the legend of the Eagle and Child, from which the Stanleys derive their crest. Water-courses. Oskelesbrok.

The southern boundary along the brook, usually called the River Jordan, running by the farm called Jericho, is very clear River Jordan.

[1] In an inquisition of the forests of West Derbyshire 16 and 17 Edward 3d (1343) a corn-mill on this brook is called the "Mill of Atters," (Otters).

CHAP. XVII.

Boundaries.

until we arrive near the large pool at Green Bank, when the boundary diverges and encloses a considerable quantity of land eastward of the brook. This answers precisely to the position of the "pratum de Magewom" of the report. It would be easy to manufacture a meaning out of the word, but I am inclined to think it is a mistake of the transcriber, and that the term is a contraction of some expression to which we want the clue. From Magewom along the Broom edge or Bromegge there is no difficulty. The boundary still runs parallel with Smithdown Lane, which was the border between the enclosed lands ("Wœrtreo," the enclosure of trees—now Wavertree) and the Forest of Toxteth. Some of the common lands along this line were not enclosed until the beginning of the present century. Following the line of Smithdown Lane, we are brought very near the site of the Brownlowe or Brymeclogh, the eminence about the Workhouse, now considerably reduced in height.

Brownlowe.

If my reader will take a map of Liverpool with the contour lines marked thereon, he will find a large flat district extending between Parliament Street and Brownlow Hill, being the site of the ancient Moss Lake. To the north of this he will find a smaller flat district, at the top of Pembroke Place, Crown Street, and Boundary Place, descending towards Daulby Street. These two areas are connected by a narrow strip of flat land along Crown Street. The smaller area, at the corner of Moss Street, is in immediate contiguity with the course of the brook which fed the Liver—pool. Taking its rise a little distance beyond the Necropolis, this ran a somewhat devious course, passing behind Brunswick Road, forming the division between Everton and West Derby; then along Moss Street to near the corner of Daulby Street, recurving from thence and descending the hill in an oblique direction to the bottom of Richmond Row, and so along Byrom Street and Whitechapel. At the point in its course just indicated this brook received the superfluous waters of the Moss Lake.

Moss Lake.

Brook.

"Moore Rental."

If we now refer to the valuable record in the "Moore Rental" of the state of the locality in 1667, we find Sir Edward Moore advising his son that there was a "common watercourse, over which there is an ancient plate of stone, lying in the highway to the town of Liverpool, which is stopped so that your moss is drowned." After expatiating on the advantages of this watercourse, he proceeds: "Truly God and nature hath made all the places between the pool and the stone plate so convenient

for raising excessive great dams . . . . and so great a fresh from off the Moss Lake . . . . that I am confident that God Almighty . . . . hath ordained this to be the greatest good for this town."

Stirpull.

Now, the *Perambulatio* speaks of the "waterfall capitis de Stirpull (or Oterpol) in descendendo usque ad Mersee." The syllable *Stir*, in Stirpull, is indigenous in every Indo-European tongue, and is of very common application to rivers in every part of Europe, as the Stour, the I-ster, Al-ster, Ul-ster, etc. It is the root of *stir*, *storm*, meaning violent motion. In the present instance, the brook having a fall of 120 feet in about 1100 yards of its course, must have been rapid enough to deserve the name.

Boundaries.

To sum up, then, we find the boundaries of Toxteth Park given in the document, along the line of Garston, Wavertree, and West Derby, to the junction with Liverpool, the same as at the present time. Following the line of Smithdown Lane along the margin of West Derby, we are led to the "Brownlow,' which can now be identified. This brings us to the top of Brownlow Hill. The short length from thence to the foot of West Derby Street, along Crown Street, answers to the "inter duas maras usque ad Lambisthorne," probably a well-known old tree at the foot of the ascent; and the length "in descendendo usque ad Waterfall" exactly corresponds to the gentle slope from Pembroke Place to London Road, where we find the "Waterfall" represented in Moore's time by the "ancient stone plate" or dam in the highway.

Limits of Manor, A.D. 1228.

I cannot see any escape from the conclusion that at the time of the perambulation and report in 1228 the portion of Liverpool south of the pool was included in the manors of Toxteth and Smethedon. At the close of the report on Toxteth Park the Commissioners add these words: "Juxta has divisas dominus Johannes rex posuit Smethedon cum pertinentibus suis in foresta, et dedit Tyngwelle in excambium cuidam pauperi homini, se invito, et inde fecit dominus Rex voluntatem suam." "Along these boundaries the lord King John placed Smethedon, with its appurtenances, in the forest, and gave Thingwell in exchange to a certain poor man against his will; and so the king carried out his purpose." The name of this "poor man" we learn from an entry in the *Testa de Neville*, where it is recorded that "Richard, the son of Thurstan, held one carucate of land in Thingwalle as a manor in exchange for his hereditament in *Snoddon*, which the King had taken into his forest."

Site of Smethedon.

It has been commonly supposed that when King John

CHAP. XVII.

founded and chartered the borough and lordship of Liverpool the manor of Esmedun or Smethedon was absorbed into it. The documentary evidence tends to a different conclusion. It was rather absorbed into the royal forest or park of Toxteth, but is mentioned separately in various documents, to which I shall shortly refer, down to the seventeenth century. This fact also accounts in some measure for the dispute respecting the Great Heath between Lord Molyneux and the Corporation in 1672, which led to its acquisition by the town. If the Great Heath had formed part of the lordship of Liverpool it would have passed by the conveyance from Charles I. to the merchants of London, from whom Lord Molyneux deduced the title to the lands in Lord Street, etc., which was undisputed. It is clear, therefore, that there must have been a difference between the two cases, which is easily intelligible, if the great heath was claimed by prescription as part and parcel of the manor of Toxteth and Smethdown, against which the Corporation set up the prescriptive rights of the burgesses.

Great Heath.

Amongst the close rolls there is a return to a writ of inquiry, 5th Henry III. (1221), in which the town of *Shinthedun* is mentioned as having been wasted by the Hey or enclosure of Toxtethe. In the 25th Edward I. (1297), we find in the Escheat Rolls an entry, that Edmund Earl of Lancaster held the forest of West Derby and a place called the Earl's *Smitheden*. In 1316, Thomas, Earl of Lancaster executed a grant to the abbot and monks of Whalley of "illum locum integrum qui vocatur Tocstath tam intra clausturam quam extra, et *Smethedon*, qui prius teneri solebat in defenso." We learn from this document that Toxteth and Smethedon were still inseparable, and that part was enclosed and the remainder open. The enclosure, there can be little doubt, followed the line of Smithdown Lane, where Lodge Lane still indicates the site of the entrance, and continued down the line of Parliament Street to the river, leaving the great heath and the Moss Lakes unenclosed. The monks after all preferred remaining at Whalley, and Toxteth reverted to the earl, who subsequently granted it to Sir Robert de Holland. In 1346 the park was seven miles in circumference, and was let to the Molyneuxs for £17 per annum.

Smitheden.

A.D. 1316.

Earl Thomas's grant.

Holland, A.D. 1346.

Molyneux.

In the 25th Edward III. (1351) Henry Earl of Lancaster, granted to John Barret, constable of the castle of Liverpool, a messuage and six ridges of land which had come into his possession as an escheat by the decease of John le Boteler, with

twenty acres of moss in the park of Toxteth joining upon the moss of Liverpool.

In the reign of Henry IV. William Gascoigne, Chief Justice of England, received a grant of all the forests and chaces within the Duchy of Lancaster, with liberty of entrance to chase and carry away all the wild beasts taken in the same.

The park continued in possession of the Crown until the reign of Henry VI., when the chief forestership was bestowed on Sir Richard Molyneux and his heirs, the park being stated to be well stocked with deer.

Stanleys rangers.

The rangership during the troublous times of the wars of the Roses must have passed from the Molyneuxs to the Stanleys, for in the Act of Resumption, passed in the 1st year of Henry VII., a reservation is made on behalf of Sir Edward Stanley of the office of "Master Forester of our forests of Symonswoode, Toxstaght and Croxstaght." In 1529, King Henry VIII. by letters patent appointed Sir Thomas Butler chief forester of Symonswood, Croxtete, and Toxteth, and parker of Toxteth and Croxtatt, with their herbage and parkage.

A.D. 1529.

Disputes.

A.D. 1561.

The Stanleys would appear to have again entered into possession, for in 1561, a dispute having arisen between the Corporation of Liverpool and the Earl of Derby respecting certain port dues arising from ships driven in by stress of weather, his lordship retaliated by forbidding the burgesses their privilege of pasturing their cattle within the park of Toxteth, which they had been accustomed to enjoy on payment of a score or ley. This brought out a very humble supplication from the mayor and burgesses, in which they state that "now perceiving your good lordship hath conceived displeasure with them, which to them is no small grief, meaning never to offend your lordship, except it were for lack of knowledge, humbly desiring your good lordship to accept their good wills, which by God's grace shall never change at any time against your good lordship. . . . In tender consideration whereof, may it please your good lordship to have an remorse unto them of the same; and that it may please your honour to direct your honourable orders unto your lordship's officers, so as your said beseechers and poor suppliants may have their cattle to skoore, taken within your lordship's said park of Toxteth in like manner as heretofore they have had, wherein your good lordship bindeth them daily to pray for you in honour long to continue and endure with much increase of virtue." This humble petition proved effectual, for by an entry

CHAP. XVII.

Stanleys. attached it is stated that "upon the said supplication heard with my lord, skoore in the park was granted to all the town, excepting them that were at the doings aforesaid about the said ship, that is to wit, Mr. Mayor (Robert Corbett) the two bailiffs and two others."

A.D. 1588. In 1588 Lady Stanley had a royal warrant to take wood from Toxteth to build her house at Liverpool.

A.D. 1591. In 1591 it appears from the town's records, that the intention of the Crown to dispark the ancient enclosure had been published. Under the above date it is stated "Mr. Maior did make known unto the whole assemblie that the parke of Toxteth is to be disparked, and that my lord, the earle of Darbie's pleasure is y^t^ one hundred acres thereof or thereaboute, shall be reserved for the inhabitants of this towne of Liverpoole, such as will endeavoure themselves to take the same, or such portion as they can convenientlie deale with, after the rate as his lordship letteth the residue."

Proposal to dispark.

This intention was not carried out in the manner proposed. In the 35th Elizabeth (1593) the park was granted to Ferdinando, the 5th Earl of Derby, and his heirs male, but as he died in the following year without male issue the property reverted to the Crown. When James I. succeeded to the crown, he or his advisers made the most of the property thereto appurtenant. The claims of the Stanleys were set aside, and in 1604 Toxteth Park was disafforested and granted to certain citizens of London, Ralph Willey, merchant tailor, and Thomas Dodd, grocer, who conveyed it in the following year to Sir Richard Molyneux. Some private property in Toxteth Park, which belonged to the Stanleys, was at the same time purchased by Sir Richard from William, Earl of Derby, for £1100. It would seem that some fee-farm rent was still reserved to the Crown, for in the 16th Charles I. (1641) certain persons are named as receivers of the Crown rents in Toxteth, *Smithdon* Moss, and other places. In a Parliamentary Inquisition, June 1650, we read, "Toxteth Park cum Smithden. The tithes of the town or hamlet are worth £45 per annum. It is far distant from any other church or chapel, and very fit to be made a parish church." This is the last we read of Smithdon, which undoubtedly passed to the Corporation of Liverpool; but the precise channel and date are matters of considerable uncertainty.

A.D. 1604. Disparked.

A.D. 1641.

A.D. 1671. Enclosure. In 1671 the enclosing park wall still existed, as is evident from an entry in the town's records of that year, describing

the boundaries of the borough, which in this part is stated to run "from the Mosslake to a place called Hollin hedge, and thence straight to the Parke wall, and all along the Parke wall, and through two crofts to Booth's Mill, and soe to the sea side."

Molyneux family.

Toxteth Park has remained in the possession of the Molyneux family down to the present generation, having by the progress of events become a mine of wealth for building and commercial purposes.

Extra parochial. A.D. 1461. Tithes.

Toxteth Park, although locally within the parish of Walton, is legally held to be an extra parochial place, not subject to any tithe rent charge or church rate. It is usually supposed that this exemption arises from its having been a royal demesne, but this is by no means clear, as West Derby, which was equally a royal preserve, enjoys no such exemption. Nor has it always been so with Toxteth. In 1461 the tithes of Toxteth along with others were assigned to the church of Lancaster. In 1643, on the sequestration of the tithes of Walton by the Long Parliament, and again in 1650 as stated above, a return was made of the tithes of Toxteth, which were received by the officiating minister of the chapel at the Dingle. The question of exemption remained in abeyance during a great part of the last century, but in 1835 it was brought to an issue by a suit at law, when the non-parochiality was established by the verdict of a jury, and has not since been disputed.

Exemption. A.D. 1835.

A.D. 1771. Building.

Down to the year 1770, Toxteth Park continued to preserve its exclusively rural character. In 1771, a farm, occupied by Thomas Turner, containing 52 acres, adjoining the boundary of Liverpool, was laid out for intended streets by the Earl of Sefton, who in 1775 obtained an Act of Parliament, enabling him to grant building leases. The district so laid out on paper embraced the whole of the land west of Mill Street, between Parliament and Northumberland Streets. The person who took the most active part in carrying out the scheme was an enterprising builder named Cuthbert Bisbrown, residing in Paradise Street, and afterwards in Sparling Street. The original design was to form a new town, which some proposed to call New Liverpool, but finally Harrington was the name fixed upon, in compliment to Isabella, first Countess of Sefton, daughter of the second Earl of Harrington. The muse of poetry was called in to give *éclat* to the enterprise. Mr. J. Shewell jun., in Williamson's *Advertiser*, of August 10, 1775, thus apostrophises the nascent town:

Bisbrown. Harrington.

CHAP. XVII.

Poem.

From small beginnings if great cities rise,
And raise their lofty turrets to the skies,
Sure Harrington beneath th' auspicious care
Of Sefton, shall her spacious fabric rear ;
And as she rises in the lists of fame,
Th' illustrious founder to the world proclaim.
Let Liverpool, still like a faithful friend,
Her infant sister from each wrong defend.
Here be the sacred olive's boughs displayed ,
To both the kindred towns a peaceful shade ;
So shall their riches from their union grow,
As streams with rivers joined, more copious flow.

The prophecy has been substantially fulfilled beyond the expectations of the seer, but not precisely in the way he anticipated. The name of Harrington has disappeared as applied to the district, and is only perpetuated in the name of one of the streets.

Laying out land.

In laying out the land a grave error was committed, the results of which have been very serious, and will operate injuriously for ages to come. The leading lines of street were laid out judiciously enough at right angles, and of ample width ; but the interior of the blocks so divided was left to be arranged as chance or cupidity might direct. Hence arose subdivisions of mean, narrow streets, filled with close, gloomy courts, into which as many dwellings as possible were packed, irrespective of light and air. The result has been the impression of an inferior character on this quarter of the town, which it has never been able to recover.

Parliament Street.

Parliament Street, in its lower portion, is an ancient road, and took its name at the time of Lord Sefton obtaining the Act for laying out the land in the neighbourhood. In 1790 there were in the street only four houses, with twenty-one inhabitants. Down to 1807 the road terminated at the Quarry, behind St. James's Walk, where stood an ancient windmill, the counterpart to two others which stood at the north end of the walk. In that year the road was continued under the name of Upper Parliament Street, forming the boundary between Liverpool and Toxteth Park, as far as the junction with West Derby.

St. James's Church.

The first public building erected in the new settlement was St. James's Church. The land was given by Lord Sefton, and the church was built by twenty-seven shareholders at a cost of £3000. It was commenced in 1774, and opened for divine

service on June 4, 1775. It is a plain brick building, altogether out of the pale of criticism. Its square tower, and the small semicircular headed windows by which it is lighted, give something of a quaint Norman character to the structure.

Toxteth Park, as a suburb, was somewhat slow in its development. Wide open streets were laid out, but very little building erected down to the early part of the present century. The extension of the docks southwards, by the enlargement of the Queen's Dock in 1812, and by the construction of Brunswick Dock in 1830, contributed largely towards bringing out the latent capabilities of the locality. The foreign timber trade settled here early in the century, and was long the staple of the district, until its partial removal to the north end in 1859. In the meantime various manufactures had found a local habitation in the township, and attracted population around them; but more than all, the outward pressure from the heart of the borough, with its enormous rapidity of increase overflowing in every direction, gave an impulse to building which during the last half-century has converted the ancient rural glades of the royal "park" into a large, dense, and important town.

Progress. Docks. Manufactures.

In prosecuting our survey we will start from St. James's Church, the most important point of junction between the old and new towns.

Survey.

Mill Street, the leading business avenue of the district, takes its name from the mill still standing near the south end of the street. This is not of very ancient erection, dating from about the end of the last century. It was at first called the New Mill to distinguish it from the older mills in the Park Road. The name of Mill Street is first met with in the Directory of 1803. Down to 1823, the buildings did not extend much beyond Hill Street southward. The construction of the Brunswick Dock in 1830, and the development of the timber trade, gave a great impulse to building in this direction. In 1835 the buildings had advanced beyond Northumberland Street, with gaps here and there. Before 1849 the street was continued southward to its present extent in Wellington Road. Similar progress was being made in the streets east and west of this line; but Mill Street, maintaining its character as the leading line of communication, in a marvellously short space of time became lined with long ranges of thriving shops. Mill Street is not rich in public buildings. A humble-looking edifice,

Mill Street.

CHAP. XVII.

Toxteth Hall Chapel.

called Toxteth Hall, used for public meetings and concerts, is the only attempt in this direction. A building formerly existed at the corner of Warwick Street, the history of which is rather curious. About the year 1829 the Wesleyan Methodists of Plymouth, and other parts of Devonshire, made an attempt to evangelise that neighbourhood by preaching in large tents, carried about from one locality to another. The success of the plan led to its extension to other towns, and it eventually reached Liverpool, where it created a certain amount of excitement. After a while, owing probably to some irregularities, the authorities of the body began rather to restrain the zeal and activity of their followers in this particular direction. This led to a secession, the members of which very soon struck their tents, and endeavoured to establish tabernacles of a more permanent description. A young preacher of considerable intelligence, named George Smith, connected with this movement, settled in Liverpool, and for his ministrations a place of worship, called Hanover Chapel, was built at the corner of Mill Street and Warwick Street in 1830. Mr. Smith afterwards removed to Poplar, at the east of London, where he has been since widely known as an eminent Congregationalist minister. Hanover Chapel became connected with the Independent body, with which it continued associated until it was accidentally burnt down June 1, 1855. The chapel was not re-erected, the congregation removing to a new building in Berkeley Street. The only relics of the old building are a few forlorn tombstones in a joiner's yard, forming part of the old site.

Fire.

Bedford Street.

Chapels.

Beaufort Street (formerly Bedford Street) runs parallel with Mill Street, and has progressed *pari passu*. The Welsh Calvinistic Chapel, on the east side, was erected in 1805, enlarged in 1840, and is now discontinued. Another Welsh Chapel (Independent) was built on the west side in 1837, and is also discontinued. The congregations have removed to more favourable localities.

Grafton Street, etc.

Grafton Street and Caryl Street (formerly Harrington Street) are also parallel. They are principally devoted to the timber trade, with large storing yards. Under an Improvement Act, Grafton Street has been continued northward from Parliament Street to strike St. James Street near the Railway Station. When this is completed, the street from the junction with St. James Street to Park Hill Road will have a length of about a mile and three-quarters.

CHAP. XVII.

Sefton Street, running along the margin of the docks, occupies the site of the quondam "south shore." On this line, extending from the bottom of Warwick Street, southwardly, across Northumberland Street, and including part of the Brunswick Railway Station, formerly stood the tide-mill and reservoirs commonly called "Jackson's Dam." I have already alluded to a small stream which ran from the fields east of Park Road and emptied itself into the river not far distant from the site in question. This stream had a watermill and dam near its *embouchure* About 1773, the source of this stream becoming exhausted, the mill was discontinued, and a lease was taken from Lord Sefton by Mr. Charles Roe for a term of eighty years of a piece of land and foreshore on which he erected a mill and constructed the reservoirs. The latter consisted of two portions; the larger containing about 8½ acres and the smaller about 1½ acres of water space. The flood-tide filled the reservoirs twice in every twenty-four hours, and the outflow turned the machinery of the mill. The small reservoir being kept empty until the water outside rose above the level, enabled the machinery to continue working until the tide again fell. The mill continued in use until the year 1827, when the property was taken under an Act of Parliament for extending the docks. The case was tried before a jury on June 15, and excited considerable interest, Mr. Henry Brougham (afterwards Lord Brougham) then in the zenith of his fame, as an advocate, having been brought down on behalf of the claimant. A verdict was given for £49,400. The Brunswick Railway Station, which occupies part of the site of the old tide-mill dam, was constructed in 1864 for the accommodation of the Manchester, Sheffield, and Lincolnshire and other associated lines. Previous to this time the railway stopped at Garston, passengers having to be conveyed from town in omnibuses. A further extension has since been made, communicating by a tunnel with the central passenger station in Ranelagh Street. An extensive enlargement of the Brunswick Station has been made to the east and south of the original erections.

Sefton Street.

Tide-mill dams.

Inquiry.

Railway Station.

On the west and east sides of Grafton Street adjoining the railway, stand the extensive works of the Mersey Steel and Iron Company. This was originally established as a private forge for the manufacture of iron from scrap. After a long career of success, it was ultimately formed into a joint-stock company under its present title. The iron manufactured is of admirable

Mersey Iron Works.

CHAP. XVII.

quality. By means of the Nasmyth steam hammer, some of the heaviest shafts and cranks in existence have been forged at this establishment.

As an evidence of the remuneration which skill of a special order will command, it is worthy of mention that in some evidence given by Colonel Clay, the then manager of this concern, before a Committee of the House of Commons, it was stated that two of the workmen employed in connection with the great forge hammer were paid at the rate of £20 per week each.

When Mr. Cuthbert Bisbrown laid out the new town of Harrington about 1775, it was proposed to establish a direct ferry communication with the opposite shore of Cheshire. A

South Ferry

ferry station was made on the shore and a lofty house built for a tavern. This stood near the line of the present Sefton Street, nearly opposite the Harrington Dock, and being a conspicuous

"Tall House."

and isolated object, was long known by the name of the "Tall House." The scheme of the ferry was before its time, and it soon had to be abandoned. The building was used at one time as a ladies' school, subsequently as a tavern, and was finally taken down about 1844. The ferry station has been revived within the last few years, and a landing-stage has been constructed not far from the site of the Tall House, where the steamboats for New Ferry call on their passage up and down.

Streets.

The streets running east and west between Park Road and Sefton Street are wide and open, but have nothing remarkable in their character. The gradient is somewhat steep, rising about 90 feet in 700 yards, or 1 in 23. In a sanitary point of view, these circumstances are favourable, the west winds from the river having a clear course to sweep away the miasma generated in the close confined courts and alleys with which the interiors of the blocks are filled.

Holy Trinity Church.

A few public buildings in this quarter may here be noticed. The Church of Holy Trinity, south side of Parliament Street, was built in 1858 with schools behind in Ashwell Street. The front is plain brick, hemmed in between the houses. Hard by, in Beaufort Street, is an institution called the Domestic Mission, having schools, and a room for meetings and lectures. A Welsh

Chapel.

Baptist Chapel was erected on the north side of Stanhope Street in 1834, taken down in 1870 for the purposes of the Railway Tunnel.

St. Matthew's.

The Church of St. Matthew, Hill Street, was built in 1848-9, the first stone having been laid by the Earl of Sefton,

March 21, 1848, and the church consecrated on October 7, 1849. It is a red stone Gothic building, standing north and south, having nave and aisles, and an unfinished tower at the south-west angle. The chancel window facing the street has five lights with geometrical tracery head. On the whole, the architectural effect is somewhat heavy.

Southern Hospital.

The New Southern Hospital, the first stone of which was laid by the fourteenth Earl of Derby, October 23, 1867, occupies a large area in Hill Street and Caryl Street. The building is of brick with white stone dressings, without much architectural pretension. The entrance front to Caryl Street has a two storey central building, the wings three storeys with heavy dormers. The general effect is harsh and unpleasing. A cheerful look and pleasant aspect are very desirable in an hospital, the associations in other respects being sufficiently painful. This is very generally recognised at the present day. The new St. Thomas's Hospital on the bank of the Thames forms one of the finest architectural groups in the metropolis, and many of the "*Maisons Dieu*" in France are the handsomest buildings in their respective towns. The opening of this Hospital on the 21st May 1872 has been described above.

St. Thomas's Church.

The Church of St. Thomas in the fields, corner of Warwick and Grafton Streets, was erected in the year 1840. It stands north and south, and is built with red sandstone with a single span roof with a tower, square below and octagonal above. The style of architecture is plain and poor.

Park Street.

The original scheme for laying out the town of Harrington terminated southwards with Northumberland Street. All south of this is of very modern growth. Park Street was opened out in 1826. A tract of land adjoining, and extending from Mill Street to Park Road was laid out soon after this by a Welsh physician, John Hughes, M.D., who made extensive purchases from the Earl of Sefton. The present plot comprised Essex, Prophet, Hughes and Dooley Streets, which were speedily crowded with a dense mass of houses of a very low class. The same gentleman also constructed a series of low buildings surrounding a quadrangle, which he designed for a public market, but the scheme was stopped by the Corporation, who possess by their charter the exclusive right of markets within the borough and its vicinity.

Dr. Hughes.

Wellington Road.

Wellington Road was opened about the close of the French war, soon after the battle of

CHAP. XVII.

Waterloo, when the country was ringing with the fame of the great captain.

Progress.

The land in Northumberland and Park Streets was gradually covered with buildings down to about 1850. Wellington Road was partially settled and built on in 1830. Harlow Street (formerly Egerton Street) was not opened through until 1866. The interval between Park Street and Wellington Road has been gradually built on from 1850 to 1870. A few open spaces are still left, especially round the windmill, one of the last structures of the kind still remaining in the neighbourhood.

At the bottom of Wellington Road, turning west from Grafton Street, a row of ten old cottages may be seen, standing on a steep bank, apparently out of keeping with everything about them. These cottages have a history. They are the last remains of the once flourishing settlement of the Herculaneum Pottery, the extensive works of which stood immediately below, on a promontory projecting into the river. The site was originally taken by Mr. Charles Roe on a lease for eighty years from May 1772. A small copper work was the first structure erected, which was carried on by Messrs. Roe and Co. In 1794 the property was purchased by Messrs. Abbey and Graham, and converted into a pottery. In 1796, their interest was transferred to a joint stock company, formed by Messrs. Worthington, Humble, Holland, and others, under the style and title of the "Herculaneum Pottery Company." At this time the pottery business, which had risen so rapidly to importance in Liverpool, and had as rapidly declined, was almost extinct in its original seat in the town, but the facilities of water carriage for the materials, and the vicinity of a good market for their wares, seemed to promise success to the new company. Extensive buildings were erected for the manufactory, and a hamlet consisting of several rows of cottages, of which these before us are the last remains, was built on a very picturesque eminence overlooking the water, far distant from any other habitations. The operatives were brought from Staffordshire, and came in a body, accompanied by their wives and families, by water down the river from Runcorn. They landed in the new colony on November 11, 1796, and were met by a large concourse of people, and escorted into the works with a band of music. The potters long continued a separate and isolated people, preserving their own manners and customs, and retaining their Mercian dialect.

Herculaneum Pottery.

Being principally of the Wesleyan Methodist persuasion, a small chapel was erected for their use by the proprietors, where Dr. Adam Clarke, Jabez Bunting, Robert Newton, and many other eminent men of the denomination, have occasionally officiated. Blue printed ware was the first manufacture, to which, in 1800, China ware was added. The stores and showrooms were first established at the Duke's Dock, and subsequently removed to the bottom of Duke Street. The concern was carried on until 1833, when the company was dissolved, and the works sold to Messrs. Lace, Holme, and Tomkinson for the sum of £25,000. The pottery was afterwards let to Messrs. Case and Mort, and subsequently to Messrs. Mort and Simpson until 1841, when the premises were dismantled for the purpose of carrying out the proposed Herculaneum docks.

Herculaneum Pottery.

The extensive tract of land between Beresford Road and Park Hill Road, now used as brickfields, was until recently a farm connected with the old Pine Apple public house in Park Road.

The church of St. Cleopas, standing alone on a portion of this land, was erected in 1867. It is built with stone parpoints in three aisles without a clerestory. The aisle windows have three lights with flowing tracery heads. There is a portal at the west end with a five-light window over. At the north-east angle rises a tower in two stages crowned with a spire. A little west of the church, schools have been recently erected in brick with stone dressings, of good design.

St. Cleopas's Church.

Park Hill Road was opened in 1824, and South Hill Road soon afterwards. They were at first dotted with pleasant villas, some of which yet remain, but the speculative builder has invaded the precinct, and "where once the garden smiled" long rows of neat cottages present their two-storey brick fronts and bow windows to the view of the passenger. The nomenclature of the streets is of a miscellaneous character. Menzies Street takes its name from a former owner of the land. Bowring Street is called after the late chairman of the Health Committee. Beloe Street commemorates a former chairman of the Water Committee. Homer and Nestor have two small streets dedicated to their memory. The Congregational Chapel in South Hill Road was built in 1833. It has nothing distinctive in its architecture, and has recently been deserted for a new church, erected at the corner of Aigburth Road and Ullet Lane.

Park Hill.

Chapel.

In South Hill Road lived and died Colin Campbell, eminent

CHAP. XVII.

as a mercantile man, and still more so as a mathematician. He was born in 1774 at Carlisle, and removed in early life to Kendal. He was in Carlisle a pupil of John Howard, a celebrated mathematician. In 1791 he made his first contribution in print to Whiting's *Scientific Receptacle*. In Kendal he was clerk in a bank, and in 1799 he received an offer from Dr. Maskelyne to act as his assistant at the Royal Observatory, Greenwich, which he declined. The same year he came to Liverpool. At first he was a clerk, then American merchant, and, finally, cotton broker. In 1839 he retired from business, and was made a county magistrate. He died October 21st, 1851. He was a contributor to many scientific periodicals, and printed for private circulation a volume of *Mathematical Lucubrations*.

The land between South Hill Road and Dingle Lane has not yet been invaded by the speculative builder. It is chiefly occupied by villas and gardens, the most conspicuous of which open to a verdant avenue called South Hill Grove, formed in 1833. The western part of the tract we are now surveying is occupied by the Park Hill House Estate.

Park Hill House.

The house is a large mansion situated on an eminence commanding a fine marine view, the grounds and fields extending to the foreshore of the river. By whom the house was built, and the date of its erection, I am unable to ascertain. It was occupied from about 1812 to 1827 by Mr. John Garnett, and subsequently purchased and inhabited by Mr. John Rowden Freme, to whose heirs it still belongs. Situated close to the Herculaneum Graving Docks, it forms the boundary between rurality and commerce, to the insatiable encroachments of the latter of which it is probable the former must ere long succumb.

We have now reached the southern boundary of the municipality, and strictly speaking we ought not to step over it, but there are a few localities lying a little beyond our limit which it would be almost unpardonable to pass by without notice. Such a locality is "the Dingle," situated immediately to the south of the borough boundary, which though limited in extent, is one of the most lovely bits of scenery in the neighbourhood of Liverpool. In the olden time a tiny stream rising somewhere about the high land not far from the High Park Coffee House, ran its little course down the line of Park Road, past the old Chapel, and debouched into the river by a deep gully behind a rocky promontory. The sources of this stream have long dried up, and the little valley no longer echoes to the

Dingle.

tinkle of the waters. About 1808 the estate, of which this forms a part, was purchased by the Rev. John Yates, then the minister of the Unitarian Church, Paradise Street. A house already existed on the land, on the site of Dingle Head, now the residence of Mr. Charles Turner, M.P. for South West Lancashire. This house was occupied in 1768 by Dr. Kennion or Kenyon, a connection of Lord Kenyon's and a great collector of antiquities. Mr. Yates was capable of appreciating the beauties of his purchase, and in addition to building several houses for members of his family, he improved the natural capabilities by judicious planting, laying out walks, and opening out the best points of view. About 1821 he sold the western part of the property to Mr. James Cropper, who also built several villas overlooking the river. The proprietors of this little "Vallombrosa" have for many years kindly and liberally thrown open the grounds to the public on two evenings in the week. William Roscoe resided for some time in the immediate neighbourhood, and has left on record a charming little poem on the absence of water in the Dingle Vale, which I will venture to transcribe :—

Yates.

Cropper.

Roscoe's Poem.

Stranger, who with careless feet,
Wanderest near this green retreat,
Where, through gently bending slopes,
Soft the distant prospect opes ;

Where the fern in fringèd pride
Decks the lonely valley's side ;
Where the linnet chirps his song,
Flitting as thou treadst along ;

Know, where now thy footsteps pass
O'er the bending tufts of grass,
Bright gleaming through th' encircling wood,
Once a Naiad rolled her flood.

If her urn, unknown to fame,
Poured no far-extended stream,
Yet along its grassy side,
Clear and constant flowed the tide.

Grateful for the tribute paid,
Lordly Mersey loved the maid :
Yonder rocks still mark the place,
Where she met his stern embrace.

CHAP. XVII.

Roscoe's Poem.

Stranger, curious, wouldst thou learn,
Why she mourns her wasted Urn?
Soon a short and simple verse,
Shall her hapless fate rehearse.

Ere yon neighbouring spires arose,
That the upland prospect close;
Or ere along the startled shore,
Echoed loud the cannon's roar;

Once the maid, in summer's heat,
Careless left her cool retreat,
And by sultry suns opprest;
Laid her weary limbs to rest;

Forgetful of her daily toil,
To trace each tract of humid soil,
From dews and bounteous showers to bring
The limpid treasures of her spring.

Enfeebled by the scorching ray,
She slept the sultry hours away;
And when she ope'd her languid eye,
She found her silver urn was dry!

Heedless stranger, who so long
Hast listened to an idle song,
Whilst trifles thus thy notice share,
Hast thou no urn that asks thy care!

Cropper.

James Cropper, mentioned above, has already been referred to.[1]

His son, John Cropper, was a worthy inheritor of his father's virtues, and spent a long life in incessant labours in the cause of religion and humanity. He died full of years and honours in 1874. One of his daughters was married to Dr. Howson, Dean of Chester, formerly principal of the Liverpool College.

Railway, A.D. 1863.

In 1863 the Garston Railway was carried across the valley. As it enters by a tunnel, crosses by an ornamental arch, and disappears in a deep cutting, the aspect of the landscape is very little injured by its interference.

Although so near the smoky town, the Dingle up to the present time has preserved its amenity intact. There are

[1] See p. 148 of this vol.

symptoms, however, of deterioration. By some unhappy fate a portion of the land has fallen into the hands of the land speculators, and on the utilitarian principle will shortly be devoted to the "greatest happiness of the greatest number." The facilities also presented by the form of the valley for the construction of docks must at some time, nearer or more remote, lead to its absorption for industrial purposes.

Returning to St. James's Church, I will now ask the courteous reader to accompany me in a walk along the Old Park Road. Park Road.
This road, with Smithdown Lane, Lodge Lane, and the eastern part of Ullet Lane, down to 1775 were the only roads in the township. The house and outbuildings at the corner of Stanhope Street—now greatly metamorphosed—were built in 1775, about the time when Harrington was planned out. They were long the residence of Lord Sefton's land-agent. In 1803 three houses had been built on the west side, near the corner of Mill Street. With this exception, and one or two shortly to be mentioned, no houses existed in the entire length of the road.

The lands eastward of St. James's Place began to be occupied by buildings during the first decade of the present century. Previous to this, about 1794, a large brewery had been erected Brewery.
in Blair Street by Messrs. Brooke and Owen, which was carried on for many years. About 1826 the brewery was dismantled, and the site soon afterwards sold to Mr. Joseph Boumphrey, who covered it with courts and cottages. Chester Street was Chester Street, etc.
formed about 1815 ; Windsor Street was partially formed in 1823, but was not named until 1829.

About 1826 the land between Upper Stanhope Street, Upper Hill Street, Chester and Windsor Streets, was purchased from Lord Sefton by several gentlemen of the Wesleyan Methodist persuasion, who in laying out the streets commemorated their founder, and some of their leading ministers, in Wesley, Fletcher, Clarke, and Newton Streets. In 1827 the Wesleyan Wesleyan Chapel.
Chapel, in Upper Stanhope Street, was built on a portion of the ground so purchased. It is a neat stone-fronted building, in the best type of the conventicle style ; and being situated in an open area, surrounded by streets and the ground planted with trees, has an aspect of space and repose not often possessed by such structures.

At No. 22 Upper Stanhope Street resided in 1838, Joseph Blanco White, the author of *Doblado's Letters from Spain*, a man well known in the literary circles of the early part of the

CHAP. XVII.

Blanco White.

century. Descended from an Irish family settled in Spain, he was born at Seville, July 11th, 1775, and educated for the Roman Catholic Church, in which he became a priest, and Rector of the Colegio Mayor, in Seville. Beginning to doubt his vocation and the faith in which he had been educated, he went to Madrid, and became a writer for the press. In 1810 he came to England and established a Spanish Journal (*El Español*), which was subsidised by the English Government, and was continued down to the expulsion of the French from Spain. He was afterwards tutor to the son of Lord Holland, and was domiciled at Holland House. In 1820 he commenced the series of Doblado's Letters in the *New Monthly Magazine*. He became a member of Oriel College, Oxford, and was in habits of intercourse with many of the leading men of the time; Archbishop Whately, John Stuart Mill, Dr. Channing, and others.

He subsequently embraced Unitarianism, and spent most of his latter years in Liverpool, where he had many attached friends. He died 20th May, 1841, at Greenbank, the residence of Mr. William Rathbone, where his last days were soothed by the utmost kindness, and was interred in the burial-ground of Renshaw Street Chapel. His autobiography and correspondence were published in 1845, 3 vols. 8vo, edited by Mr. John Hamilton Thom.

St. Patrick's Roman Catholic Church.

The Roman Catholic Church of St. Patrick, Park Place, was built 1821-3, and opened in the latter year. It is a large, plain brick building, with transepts, in the re-entering angles of which two absurd Greek Doric porticoes are placed. In front of the building stands a well-executed effigy of St. Patrick, in his episcopal robes, in the attitude of benediction. This statue originally adorned the front of the offices of the St. Patrick Insurance Company, in Dublin, and on the winding-up of the company it was presented to the church by Mr. James Brancker.

Mill.

A little beyond Warwick Street, on the east side of the road, formerly stood a lofty windmill, with its appurtenances. This was originally the site of a water-mill, having a large dam behind, called Mathers dam. The stream ran across the road, and descended to the river by the course previously described. Two windmills stood on the opposite side of the road, which are shown on Yates and Perry's map of 1768. When the land west of the road became laid out for building, about the end of last century, the water-power was no longer available, and

a windmill was erected. The dam however remained as a sheet of water to a recent period. The windmill was burnt down in 1866. A large tract of land was held by lease along with the mill, which restricted building operations between Warwick Street, on the north, and Northhill Street on the south. The lease having expired, building operations have commenced, and in no very long period of time the land will be absorbed into the town. Mills.

A little to the southward, fronting Park Road, stands a Welsh Congregational Church, erected 1866-7. This large and commodious building, with others of similar character, testify to the progress and prosperity of the natives of the principality settled in Liverpool. Preaching in a strange tongue can only be kept alive by constant immigration. The descendants of the original settlers soon lose the language of their fathers and merge into the general population. The number and increase of the Welsh churches, therefore, indicates unmistakably the continual influx of the Cymry into the Eldorado of Liverpool, and their success. Welsh Chapel.

The building now before us is a large and imposing structure, the walls of white stone parpoints, with bands of red introduced. The roof is in a single span, with transepts on each side. The front is a pleasing design, having a gabled centre, with deep square-set buttresses at each side, and portals with stair-turrets on the flanks. The arrangement of the windows is good—six single lancets below, above which are two double lights, with plate tracery, and a rose-window in the gable. There is a wooden *flèche* in the centre of the roof.

The land southward of this, fronting Park Road, as far as Northhill Street, was a part of the tract purchased by Dr. Hughes in 1826, and was long occupied by stone quarries. It was gradually covered with buildings between 1848 and 1865.

On the west side of Park Road, immediately opposite, stands the Church of St. John the Baptist, erected in 1830-32, consecrated September 30, 1832. It was built by subscription, on land granted by the Earl of Sefton. The total cost was £6000, of which £3000 was defrayed by a Parliamentary grant. It is a large building, with nave, aisles, transepts, tower, and spire, in red sandstone. The design, though not absolutely contemptible, is heavy and gloomy, a mere *caput mortuum*, without a spark of life. St. John Baptist.

CHAP. XVII.

Park Road here rises rapidly, and passes over the skirt of a rather lofty knoll, which reaches its culminating point—188 feet above the Old Dock Sill—at the site of the water-reservoir in High Park Street. Not far from the summit, by the road-side, stands an old house, a low, rambling structure, which tradition has handed down as one of the lodges or residences of the park-keepers in the olden time. It was long known as the "Peacock" tavern, but has for some time been occupied as a private dwelling, and will doubtless before long disappear.

Reservoir.

Peacock Tavern.

Some of the streets hereabouts running eastward from Park Road, North Street (now Northhill Street), High Park Street, and South Street, are comparatively of old formation, having been laid out in 1812. Several good houses and villas were erected, but for some unexplained reason the neighbourhood was not popular, and it is only recently that it is gradually becoming filled up.

Public Offices.

The Toxteth Park Public Offices, High Park Street, were erected in 1866, and present a neat stone front, in the Italian Renaissance style. The water-reservoir and tower were constructed in 1855.

St. Silas's Church.

St. Silas's Church, High Park Street, was consecrated in September 1865. It is built with white stone parpoints. The plan is somewhat peculiar. The nave has a single span roof, with transepts in double aisles, and a short chancel. The west end is apsidal, in three planes, with a tower and spire at the north-west angle. The window tracery is of the decorated period, both geometrical and flowing in pattern. The general effect is good, but the detail is scarcely up to the mark of purity. The tower and spire want spring and lightness. There are large school buildings adjoining, erected in brick, in a style every way suitable and satisfactory.

Pine Apple Tavern.

Proceeding along Park Road, and descending the slope, we notice on the west side the old Pine Apple Tavern This was originally a farm-house with an extensive tract of land attached, which is still to a great extent vacant, converted into brick-fields. On the opposite side a hamlet was formed, and several streets (Peel Street, Miles Street, etc.) laid out about 1830; but it is only since the completion of Prince's Park that the neighbourhood has been fully developed. The district is now covered with a labyrinth of small streets and cottage houses.

Pursuing our route to the extremity of Park Road, we notice at the foot of the hill a plain stone structure at the

corner, with a small graveyard attached, very neatly planted and in trim order. This is usually designated the "ancient" chapel of Toxteth Park, and has a story to tell.

Ancient Chapel.

In the latter part of the reign of Elizabeth, Puritanism began to spread in South Lancashire, probably as a reaction against the influence of Popery, which was very strong in the district. It did not exhibit itself as tending to separate from the church, but rather as a protest against ritualistic forms and ceremonies. In the reign of James I. the Puritan influence grew stronger, and displayed itself in a resistance to the King's *Book of Sports*.[1] Toxteth Park, then very thinly inhabited, was almost entirely Puritan; the family of Aspinwall, who possessed landed property in the district, being strong supporters of the cause.[2] In the early part of King James's reign, a schoolmaster was wanted for a school recently established in Toxteth Park; and a youth from Lowton, near Winwick, named Richard Mather, only fifteen years of age, who had been educated at Winwick Grammar School, was recommended and appointed to the office. His education had been by no means of a Puritan character; but when brought under the influence of the learned and pious Mr. Aspinwall, under whose roof it would seem he resided, he embraced the religious views of his patron, and was sent to Brazenose College, Oxford. A meeting-house appears to have been erected about this time on the site of the present chapel—possibly identical with the school-house. The young probationer having displayed considerable talent as a preacher, he was urged, without completing his college course, to return to Toxteth and become the minister of the congregation. Puritanism at this period was not exactly Nonconformity, and the young divine applied to Morton, Bishop of Chester, (1618-20) for ordination. As the strict church principles of the bishop were known, there was some apprehension of a difficulty; but the prelate readily assented to the application, and expressed a desire to speak with Mather in private after the ordination. Instead of a lecture on the irregularities of Puritanism, as he had expected, the bishop expressed an earnest

Puritanism.

Richard Mather.

[1] See *Neal's History of the Puritans*, ii. 264, where Toxteth Chapel is mentioned.

[2] The Aspinwalls subsequently inherited the property of the Irelands of Hale by the marriage of Edward Aspinwall with Eleanor, sister and heiress of Sir Gilbert Ireland. His great grand-daughter, Mary Aspinwall, married Isaac Green.

CHAP. XVII.

entreaty to be remembered in his prayers; for, said he, "the prayer of a good man availeth much."

After some years of active clerical life, his ministrations were disturbed by the authority of Neile, Archbishop of York, who sent down a commission into Lancashire to inquire into the conduct of the Puritanical clergy, who refused to wear the surplice, or to make the sign of the cross in baptism, and who administered the sacrament to the communicants in a sitting posture. By this commission Mather was silenced, and threatened with fine and imprisonment if he again ventured to officiate without giving security for his conformity.

Persecution.

Tradition has handed down the memory of nocturnal assemblages in the valley of the Dingle hard by, where the Puritans met by stealth to listen to the exhortations of their beloved pastor; but when Archbishop Laud came into the ascendant, a few years subsequently, his vigilant emissaries let nothing escape them, and even the seclusion of Toxteth Park was no security. Harassed and persecuted, Mather turned his longing eyes towards America, where the "May Flower" had already landed her precious cargo, the pioneers of a new world of thought and progress. After consultation with his friends, he travelled in disguise to Bristol, where, in the spring of 1635, he set sail for Boston. Here he was received with open arms, and settled at Dorchester, Massachusetts, where he long exercised his ministry with a large amount of influence among the New England churches. His son, Increase Mather, and his grandson, Dr. Cotton Mather, both became celebrated in their day as authors and divines.

Laud.

Mather's escape.

Ancient Chapel.

It must be observed that Toxteth Chapel was never consecrated; but, in the first instance, no objection appears to have been raised by the bishop to allowing an ordained clergyman to officiate. After the removal of Richard Mather a regularly ordained Episcopal clergyman was appointed. In the return of the sequestrators, under the Long Parliament in 1643, it is reported that "Mr. Huggin, an episcopal minister, received the tithes of Toxteth, valued at £45 a year; that he also obtained £10 from the rector of Walton; and that Toxteth Park ought to be made a parish." After the Restoration, notwithstanding the Act of Uniformity, the chapel continued to be occupied by two Nonconformist ministers, Messrs. Crompton and Briscoe, without molestation during the whole time of the persecutions under Charles II. and James II. The reason of this, no doubt,

Crompton.

was the connivance of Lord Molyneux, a Roman Catholic, from whom the lease of the chapel was held. In Bishop Gastrell's *Notitia Cestrensis* there is the following note, under the year 1718: "Park Chapel, in Tocksteath Park, near Childwall, supposed to be extra-parochial . . . possessed by Dissenters, held by a lease from Lord Molyneux, and given in as a house belonging to his lordship by his agents when they registered his estates. There is a tradition that an Irish bishop has preached several Sundays in this chapel." Ancient Chapel.

About the year 1738 William Harding, a farmer from Cheshire, supposed to be endowed with the gift of preaching, was appointed minister, and assumed a very dignified and clerical bearing; but it was soon found that his gifts and graces were not acceptable, and he had to unite with his ministerial labours the business of a dairy farmer, his daughters attending the Liverpool market with milk and butter. He continued, however, attached to the chapel thirty-seven years. Previous to his decease the chapel was rebuilt in 1774. Harding.

Soon after this time some difference arose as to the appointment of a minister. Mr. Hugh Anderson had the votes of a majority, but a considerable minority were dissatisfied with the doctrines he maintained. To their remonstrances he replied that, "if the people would only agree about their doctrine, and let him know what it was, he would gladly preach it." Discontented with these very broad church principles, a number of the congregation withdrew, and erected a chapel at Newington, Renshaw Street, which has already been described in a former chapter. The ancient chapel has since been connected with the Unitarian body. Anderson. Secession.

Turning the corner of the chapel, a few steps bring us to the south-west entrance of Prince's Park. All honour to the man whose benevolence devised and whose perseverance carried out the scheme. His memory deserves to be held in grateful remembrance. Down to the year 1843, with the exception of the very limited area of the Mount Gardens, there was not an open space about Liverpool free to the public for fresh air and recreation. In that year Richard Vaughan Yates, son of the Rev. John Yates, to whose purchase of the Dingle estate I have previously adverted, a man who had distinguished himself by benevolence and liberality in the cause of education, took upon himself the task of initiating a better order of things. In that year he purchased from the Earl of Sefton a tract of land Prince's Park. R. V. Yates.

CHAP. XVII.

Prince's Park.

containing about ninety acres, which he laid out with considerable taste, with a large sheet of water, plantations, shrubberies, walks, and drives. The central portion was thrown open to the public; the margin all round was devoted to buildings of a superior class. The first houses erected were a row on the east side, carried out by a company formed on the principal of a tontine, in which the survivor of the nominated lives ultimately takes the property. The original idea of Mr. Yates appears to have been that the sale of the surplus lands would ultimately repay to a large extent his outlay on the undertaking. This, however, did not immediately take place. The times were not propitious. The sales were at first very limited and the expenses great, about £70,000, it is said, having been laid out on the property. During Mr. Yates's lifetime, the returns were very inadequate, but more recently, the neighbourhood has become fashionable and the land much sought after. Altogether the Prince's Park forms a very agreeable suburb. Houses of a high class nestle amongst the plantations. Bright green undulating lawns sparkle in the sun, and within the same distance from a crowded town it would be difficult to find a pleasanter locality. Near the entrance lodge at the north-eastern corner, a polished red granite obelisk has been erected, standing on a pedestal of five steps, with two drinking fountains. On the obelisk is the following inscription :—

Yates's Monument.

To the Memory of
Richard Vaughan Yates,
The enlightened and philanthropic
Founder of Prince's Park.
Erected by Public Subscription,
1858.

St. Paul's Church.

There are a few public buildings round the park. The most prominent of these is St. Paul's Church, of which Dr. Hugh M'Neile, formerly of St. Jude's, subsequently Dean of Ripon, was long the incumbent. It was erected in 1848, from the designs of Mr. A. H. Holme. The building is large, with a nave and transepts in one span each, with a short chancel and west end tower and spire. The material is red sandstone, the style Perpendicular Gothic, so far as any style can be recognised. The masonry is well executed. The architect was a pupil of Thomas Rickman, and the detail displays the faults of that school in its thinness, vagueness, and want of decision.

A little distance from St. Paul's on the west side of Belvidere Road, stands Trinity Church, belonging to the Presbyterian Church in England, erected 1861. It is a neat white stone building. The front to the road has a rose window with geometrical tracery in the gable, and four single light lancet windows below. A slender tower surmounted by a slated spire stands at the north-east angle. Presbyterian Church.

St. John's Wesleyan Church, situated at the north-western entrance to the park, erected 1862, is a building of a much more ambitious character. It is a large building in white stone in the Gothic style. The front is flanked by two octagonal towers and spires. The windows have geometrical tracery heads. The plan is that of a nave and transepts with single span roofs. The general effect is good. The adjoining schools are extensive, and group well with the church. The whole arrangements are very complete. Wesleyan Church.

Before returning northward to complete our survey of the municipal portion of Toxteth Park, we will take the liberty of extending our observations into the rural district southward, to notice a few points of interest.

St. Michael's Hamlet is situated not far from what is called Dickenson's Dingle, a small stream which has scooped out a dell, falling into the river a few hundred yards beyond Yates's Dingle. A church was built here in 1815, designed by Thomas Rickman, a great part of the detail of which is in cast-iron; Mr. Cragg, an eminent iron-founder, having been concerned in the structure, and possessing property in the neighbourhood. A cluster of houses grew up around, which have preserved their amenity to the present time. St. Michael Hamlet. Church.

Sefton Park is too closely connected with the history of local affairs to be omitted in any general account of Liverpool. In the chapter on Kirkdale I have alluded to the circumstances under which the parks were projected in the year 1865. In that year an estate of 387 acres was purchased from the Earl of Sefton, extending from Ullet Lane to Aigburth Vale from north to south, and from Smithdown Lane to Aigburth Road from east to west. Sefton Park.

The cost of this was £250,000. Additional purchases increased the quantity to about 400 acres, not far from the size of Hyde Park, London. The land in its natural formation was admirably adapted for its purpose, being undulating in surface, and intersected by a small stream called the river Jordan, which Cost of site.

CHAP. XVII

ran into the Mersey at the farm of Jericho. These names, whether truly or not, are popularly ascribed to the Puritan inhabitants of the sixteenth century. These natural beauties, however, did not suffice for the municipal authorities.

Some demon whispered, Visto, have a taste !

Laying out. Designs were procured from various quarters for the laying out of the park, and one was selected which it was alleged would Cost. cost the sum of £80,000 to carry out. It is not my intention or desire to attach blame to any particular quarter, but it was discovered in the course of a short time that the £80,000 was likely to expand to £200,000, a large portion of which was expended in effacing the natural features of the ground, and creating a minor Bois de Boulogne with its rock-work cascades, temples, etc. As the amount authorised to be borrowed fell far short of the requirements, dire was the confusion and bitter the recrimination of the parties concerned. In the end the whole affair was broken up, the contracts cancelled, and the council proceeded, saddened but grown wiser by experience, to complete Works. the works on a much more contracted and inexpensive scale A considerable portion of the margin of the land is appropriated for building sites, and a Ladies' Mile or Rotten Row is provided for equestrians. The margin of the park has become fashionable for the erection of mansions of a superior class, of which many have been already built. Whatever may have been the mistakes in carrying out the intention, there can be no doubt that ultimately Sefton Park will be a great boon to the inhabitants, providing fresh air, greensward, trees, and flowers for those "in populous city pent," and giving a taste and enjoyment of the beauties of nature to the toiling multitudes.

It would be unpardonable to quit this neighbourhood without some notice of a young man whose brilliant genius has shed lustre on his place of birth, and whose untimely removal was a heavy loss to the cause of scientific inquiry.

Jeremiah Horrox. Jeremiah Horrox was the son of a small farmer, who occupied a house called the Lower Lodge, near the *embouchure* of Otterspool Brook into the Mersey. The house was taken down a few years since on the construction of the Runcorn Railway, the site being occupied by the Otterspool Station. The year of Birth. his birth is usually given as 1619, but there is reason to believe that it really took place in 1617. The Puritan influences to which I have alluded were at that time very strong in the dis-

trict; but the bent of Horrox's mind was in an entirely different direction. It is stated by his biographers that he received his early education under a country schoolmaster. As the dates correspond so accurately, there is every reasonable probability that this "country schoolmaster" was Richard Mather, already alluded to, who filled the office of pedagogue in Toxteth Park at this juncture. However this may be, the early bent of his mind was in the direction of mathematics and astronomy. Whilst still very young he had studied the Latin treatises of Lansbergius, Tycho Brahe, and Kepler, and had made great proficiency in the higher mathematics. In 1632, being then fifteen years of age, he entered as a sizar, Emmanuel College, Cambridge. In the course of his astronomical studies, he entered into an intimate correspondence with Mr. Abraham Crabtree of Broughton, Manchester, and Mr. Samuel Foster, Professor of Geometry at Gresham College, London. After leaving college, he took orders, and was appointed to the curacy of Hoole, a village about eight miles from Preston.

Jeremiah Horrox.

Crabtree.

Finding the astronomical tables of Lansberg and even of Kepler very incorrect, he set himself to work with what astronomical instruments he could procure, to make his own observations and to construct his own tables, and in this way was led to the discovery which is the main foundation of his fame. This is not the place to enter upon astronomical disquisitions, but a few words of explanation may to some readers not be unacceptable. The planet Venus, as well as Mercury, whose orbits lie within that of the earth, occasionally pass between the earth and the sun, and so appear to travel across the sun's disk. Venus being the largest planet, the appearance is in her case the most conspicuous. The phenomenon is of very rare occurrence, having only taken place three times in the last 200 years. The importance attached to it by astronomers arises from the facilities it gives for calculating the distance of the sun from the earth by means of what is called the sun's parallax; or, in other words, it affords the data for calculating a triangle, the base of which lies between two points on the earth's surface, and the apex a point on the sun's disk. The famous Kepler had previously called attention to the importance of the observation, but in his tables he had predicted that the transit of Venus would take place in the year 1631. Horrox detected the errors in Kepler's calculations, and fixed the date for November 24, 1639. He had communicated with his friend Crabtree, and

Transit of Venus.

CHAP. XVII.

Jeremiah Horrox.

Astronomical observations.

anxiously requested his co-operation. His preparations for making the observations were very simple and effective. He admitted the sun's image into a darkened room upon a screen which he had prepared, on which he had described a circle 6 inches in diameter, divided into 120 equal parts, the circumference of which was also marked off into 360 degrees, so placed that the sun's rays should at the time fill the whole circle.

The 24th November happened to be Sunday. Horrox was too conscientious to neglect his clerical duties; and what with the anxiety about the weather, and the difficulty of reconciling the celestial observations with his pulpit ministrations, the good man's perplexities may be imagined. The morning rose dull and beclouded, but in the afternoon the clouds dispersed, and at a quarter past three his most sanguine wishes were realised. The calculations which had cost him years of toil were found true to the letter; the dark shadow of the planet glided slowly across the light disk of the sun, giving him the opportunity of noting the exact time of coincidence, and the fame of Jeremiah Horrox was established. We may conceive the impatience of the congregation in the village church, waiting for the parson, and his reluctance to tear himself away from the realisation of all his hopes.

Memoir.

He proceeded to prepare a memoir of the observations, which was not published until after his decease, and first saw the light (strange to say) at Dantzig, and is entitled as follows: "Venus in Sole visa, anno 1639, d. 24 Novemb. st. v. Liverpoliæ, a Jeremia Horroxio, nunc primum edita, notisque illustrata. Dantzig. Fol. 1662."

Works.

Several other important astronomical works were prepared by him, and ultimately published by Dr. Wallis, Savilian Professor of Astronomy at Oxford in 1673, and again in 1678.

But his career was drawing to a close. After a year of hard work he paid a visit to his native place, and here, when about to start on a journey to see his friend Crabtree, he was suddenly

Death.

cut off on January 3, 1641, in the 24th year of his age. His body, it is probable, was interred within the precincts of the Ancient Chapel, Toxteth Park, but no memorial is there erected to his memory.

Monument.

In the Church of St. Michael in the Hamlet a marble memorial tablet was erected in 1826 at the expense of Mr. Holden, Astronomer, of Preston, with a suitable inscription. At the Parish Church of Hoole where he acted as curate, a

small chapel with a memorial window has been erected with a long and somewhat turgid inscription in his honour. Sir Isaac Newton held Horrox in great esteem as a genius of the very first rank, not only as the earliest observer of the transit of Venus, but as the discoverer of several important laws relative to the motion of the heavenly bodies.

After this short excursus beyond our limits we will return by Aigburth Road to Prince's Park; on the east of the road we pass Parkfield, formerly the residence of Charles Tayleure, Esq., an eminent Liverpool merchant. The estate was laid out for building in 1858, when Parkfield Road was cut through, and a number of commodious villas erected. The impulse given by Mr. Yates in Prince's Park has had a very favourable effect on the locality, a large proportion of the houses being large and respectable. Parkfield.

A church was erected in 1870 in Linnet Lane at the expense of Mr. George Horsfall, a member of a family who have perhaps done more than any other in Liverpool to promote church extension. It is in the "Gothic decorated" style, in white stone, with tower and spire. A Congregational Church has been recently built at the corner of Ullet Lane and Aigburth Road. Church.

Making the circuit of Prince's Park by Belvidere Road, Devonshire Road, and the pleasant glades of Sunny Side, overlooking the expanse of the Park, everything appears "*couleur de rose.*" The cosy comfort of an English home shines out clearly in the burnished plate-glass windows, the trim garden plots, and the well-swept walks; whilst peeps within of ormolu tables, walls lined with pictures, well furnished sideboards, and damask curtains give evidence of competence if not of wealth. Alas! that there should be such a reverse to the picture; that there may be found in the same town districts where fever is ever hovering, marking out its daily victims, where the murky alley and squalid court poison with their fetid atmosphere the wretched occupants who huddle together for shelter. Prince's Park.

Despair and fell Disease and ghastly Poverty?

The contrasts of modern society are a fruitful theme for speculation, and demand the earnest attention of the statesman and philanthropist. More than an incidental allusion would be here out of place.

Completing our circuit we come out at the south-east corner, where Lodge Lane and Ullet Lane meet. The large barn with Lodge Lane.

CHAP. XVII.

the house and out-buildings belong to what was once the "Lodge Farm," and with the "Lower Lodge" near Otterspool, where Jeremiah Horrox was born, afford reminiscences of the period when Toxteth Park was a royal preserve, enclosed and protected from vulgar intrusion. Lodge Lane of course derives its name from the same source. It is an ancient road, and was very early formed into a pleasant suburb. Perry and Yates's Map of 1768 show seven villas then existing along the road; most of which still exist, very little changed.

Croxteth Road, etc.

The influence of Prince's Park has extended beyond its immediate circuit, and Croxteth Road, Green Heys Road, and Bentley Road debouching on Lodge Lane, are filled with pleasant detached villas and gardens. Croxteth Road was formed in 1846, Green Heys Road in 1850; Bentley Road was not opened until 1862. On the east side of Lodge Lane a pleasant little hamlet was commenced about 1852 called Grove Park, forming a *cul de sac* lined with semi-detached houses and gardens.

Roscoe's house.

In a modest brick house in Lodge Lane near the end of Bentley Road, William Roscoe passed the evening of his days, and there died June 29, 1831, in the 80th year of his age.

Several rope-walks were established in Lodge Lane about 1825 to 1835, which led to the erection of cottages and the deterioration of the neighbourhood.

Water-works.

The Water Works and Pumping Station were constructed about 1846 by the Liverpool and Harrington Water Works Company, a little before the companies were bought up by the Corporation.

Immediately adjoining the Water Works a tract of land was laid out for building about 1860, and has since been covered with small houses. The names of the streets are taken from the rivers. The Thames, Solway, Eden, Liffey, Exe, Cam, Alt, Dove, are here commemorated. The stream of human life daily pours down their channels, if not so pure, certainly quite as lively as any of their prototypes.

Windsor.

About 1822 a piece of land was purchased and laid out as a new district in Upper Parliament Street and Lodge Lane by Mr. Joseph Dawson, Solicitor, to which the name of Windsor was given. It extended westward as far as Crown Street, and southward to Upper Stanhope Street (now Beaumont Street). A row of good houses was erected to the front of Upper Parliament Street, but the back part of the land has been densely packed and irregularly built.

St. Clement's, Windsor, was built in 1841. It is a rather humble-looking, but commodious building, in red sandstone, in one span, with semi-octagonal apse and bell gable. St. Clement's Church.

The lands westward of Windsor extending to Prince's Road are known as Parliament fields, the property of the Earl of Sefton. Attempts have been made at different times to obtain the use of them for the public, but the expense of the purchase has always neutralised the effort. In the meantime the public have taken the matter into their own hands. Every measure, severe and gentle, has been adopted to keep out trespassers, but all in vain, until the blockade has been given up in despair. The advance of building will ere long very summarily dispose of the question, the land having been leased to an enterprising builder. Parliament Fields.

At a house, corner of Lodge Lane and Smithdown Lane long lived and died Mr. Edward Rushton, stipendiary magistrate, whose career has been previously mentioned. The house has been much altered and part of it converted into a tavern. The land adjacent—Snowdon, Danube, Avon Streets, etc.—was laid out in 1861. The buildings erected are a very neat assemblage of moderate-sized houses. Edward Rushton.

About a quarter of a mile westward along Smithdown Lane stands Toxteth Park Cemetery, opened in 1856. It occupied originally thirty acres, but was subsequently enlarged by further purchases of about ten additional acres. It is pleasantly situated and laid out with taste. The chapels and entrance-lodges are considerably above the average of similar structures. It is curious to observe the tide of fashion which sets from time to time in different directions in the style of tombstones and monuments. At one period ornamental headstones are all the rage, then flat rectangular tombs predominate. The present taste seems to run towards obelisks, very frequently of polished granite, red and grey, than which no material seems so suitable for a mortuary memorial. It is a cause of satisfaction that the hideous iron railings with which formerly every tomb of any pretence was environed, have either by order or by common consent been banished out of sight, and the contemplative philosopher may meditate amongst the tombs without danger of being impaled, and the virtues of the departed may be ascertained and taken to heart without gazing at them through prison bars. Toxteth Cemetery

We now turn westward down Upper Parliament Street,

CHAP. XVII.

formerly the line of enclosure of the Royal Park. A few good houses have been built towards the lower end; the remainder of the land is still vacant.

Prince's Road.

Prince's Road was opened out in 1846, soon after the formation of Prince's Park, though the northern portion had existed some time previously. It is a noble avenue 1100 yards in length from Parliament Street to the Park entrance, and twenty-five yards in width. Building has not developed with any great rapidity, but what has been built is of very good quality. Recently an impulse has been given, resulting in the erection of several blocks or terraces of commodious and handsome houses. If completed in a similar style, Prince's Road will be probably the most dignified boulevard the town has to boast.

Several buildings of considerable merit are dotted along the road.

Greek Church.

At the entrance from Parliament Street stands the Greek Church, erected in 1867, from the designs of Mr. Henry Sumners. The Greeks in Liverpool form not a very numerous, but a very enterprising and prosperous mercantile body. For a long period they held their worship in a private house in Sandon Terrace, but their increasing numbers and importance led to the erection of the present structure.

The building is large and imposing, and very well placed, at the junction of three streets. The principal front faces Berkeley Street, on the west. It consists of a centre compartment, with an arched portal, having columns, embraced in a kind of stone panel, with mouldings and a semicircular light over. The flanks have each two semicircular lights to correspond, with two double-light windows below, and very flat pediments over. The plan is rather a Latin than a Greek Cross, in three aisles, with no projection west of the transepts. The eastern arm has five bays, lighted by semicircular-headed windows, in recesses. The eastern end has a semi-octagonal recess, lighted by a window on each face, with stilted arches. The style is, of course, Byzantine; the material brick, with white stone dressings, and courses of stone introduced, alternating with the brick. There are three domes along the west front, and one in the centre of the eastern arm. The interior, though not so magnificent as St. Isaac's at St. Petersburg, nor so grand as St. Sophia, at Constantinople, is nevertheless handsome and well designed. On the whole it may be said that the architect has produced a very characteristic

building according to the model prescribed; but the style is not one to attract the Western nations to follow in its wake. In cases of this kind association is everything.

St. Margaret's Church.

Nearly opposite stands a building of a very different stamp, the Church of St. Margaret, the headquarters of the Ritualistic or Anglo-Catholic School of the Church of England, built in 1868-9. It was erected at the expense of Mr. Robert Horsfall, and intended for the incumbency of Mr. Clarke, vicar of Taunton. After the living was declined by this gentleman, it was conferred on the Rev. Charles Parnell, previously the incumbent of St. James the Less.

However opinions may differ as to the tenets and practices of this branch of the Church, all must admit that in the matter of architecture they are thorough and successful. Carpenter's Gothic, plaster mouldings, cast-iron tracery, wooden galleries, are abominations in their eyes. All is truthful, honest work, frequently severe, but always earnest and suggestive. The present church is a very faithful illustration of this. The material is common brick, with red stone dressings and red brick cornices; the detail is of the simplest description, and it cannot be said that the general external aspect is pleasing, at least at first sight; but the longer you gaze the more appropriateness you perceive, the better the detail comes out, and you arrive at the conviction that truth—*i.e.*, architectural truth and earnestness —are visible in every line.

The plan is a long parallelogram, in three aisles, without clerestory or transepts. The division of the chancel is only marked externally by a small dormer on each side. There is a wooden *flèche* or belfry in the centre of the roof, with a slated spire. The tracery of the side-aisles is very simple. The west front has a portal to each aisle, with a rose-window over. The nave has three projecting buttresses, the centre one crowned with a niche and statue, and a rose-window in the gable.

Internally the church is much more effective. The piers have polished marble shafts, carrying an arcade in red stone. The roof of the nave is of oak, boarded in four planes, with ribs, apparently intended for pictorial decoration. The roof of the chancel is already partially decorated. The east window is large, in five lights, with geometrical tracery head. The reredos of the altar is very rich with marble, gilding, and sculptural decoration. The font is of polished marble. The pulpit is of stone, of good design.

CHAP. XVII.

Synagogue.

A little to the south, a private house intervening, said to contain one of the finest collections extant of oriental art, stands the New Hebrew Synagogue, opened in 1874. It was designed by Messrs. W. and G. Audsley in an eastern semi-byzantine style, and is very effective in the results.

Welsh Church.

Farther south, at the corner of Upper Hill Street, stands the church of the Welsh Calvinistic Methodists, who have recently adopted the title of Welsh Presbyterians. The gradual advance of this denomination from small meeting-houses to large conventicles, and from thence by one bound overcoming prejudice, and erecting a church of almost cathedral-like splendour, with a lofty tower and spire, is a very remarkable indication of progress both in taste and in material prosperity. The architects were Messrs. W. and G. Audsley; the designs selected after a severe competition. The building was erected in 1867. The material is Yorkshire parpoints for the walling, with white stone dressings. The plan is a Latin cross, the roofs in one span; the style, "early geometrical" with plate tracery. The side windows are in two lights with rose cusped heads. The front and transept windows are triple, with deeply recessed mouldings and rose heads. The steeple is at the north-east angle, and stands out boldly, detached from the body of the building. The tower is in three stages; a deeply recessed double portal below. The belfry windows are bold double lights of large proportions. The tower has bold square set buttresses at the angles, rising into shafted pinnacles and spirets at the four corners. The spire is of good form and proportion, with two stages of spire lights, the lower ones shafted. There is a ventilator in the centre of the roof, which might have been made an ornamental feature, but is not. Altogether the building is very creditable both to the architects and to the body which built it.

A little farther to the south, near the top of Warwick Street, a small chapel in simple brick gives indications of genuine mediæval feeling.

Progress of building.

The land between Prince's Road and Windsor Street began first to be built on about 1830, and by 1850 was nearly covered as far south as Upper Hill Street. From thence to Upper Warwick Street the land was built on between 1864 and 1868.

Chapel.

The congregational Chapel in Berkeley Street was erected in 1856 in lieu of a former chapel standing in Mill Street, burnt down in 1855. It is in the Pointed style, built with parpoints. The front has a double portal with a five-light window over.

The buttresses on each side rise into crocketed pinnacles above. The sides have each five double light windows with gables over. A small stone chapel was built in 1853 on the east side of Windsor Street for the English worship of the Welsh Presbyterians. Chapel.

This chapter brings our topographical survey to a close. If the reader has persevered thus far, I thank him for his patience.

We have together pursued the history of the locality from its feeble commencement, through its chequered mediæval progress, to its full and prosperous development in modern times; and we have perambulated together—in spirit at least, its streets and quays, noting their ancient associations and their signs of modern progress. My task is now done and I make my *congé*, trusting to favourable consideration:

> "For when good will is shewn, though't come too short,
> The actor shall have pardon."

In issuing this continuation of the "Memorials of Liverpool," the writer desires to acknowledge his obligation to Mr. Joseph Parry, C.E., the Water Engineer, for his ready courtesy in revising the proofs of the Story of Vyrnwy, and also for his valuable suggestions and information on several points. The writer also has pleasure in recording the warm respect for the departed Author's memory, shown by Mr. Peter Cowell, the Chief Librarian of the Free Public Library, in offering every facility for continuing the work of the former chairman of that noble institution. He desires likewise to express his gratitude for the interest and kindness shown by the Town Clerk and other officials of the Corporation.

Caerlŷr, Conway,
December, 1902.

MEMORIALS OF LIVERPOOL.

CONTINUATION TO THE END OF THE CENTURY, 1876-1900.

BY J. ALLANSON PICTON, M.A.

1875. THE last words added by the venerable author to the second edition of the *Memorials of Liverpool*, when leaving "to those who should come after him the record of the future," were full of the strong faith he always felt in the destinies of his native city. It was characteristic of him that he was not content to prophesy material prosperity without expressing a hope that it would foster "the cultivation of the arts which dignify and adorn humanity." Succeeding years have amply justified his expectations. In a great city the material needs of the citizens must always have chief weight in determining the municipal policy from generation to generation. And in modern Liverpool the large and liberal view taken by public authority of those material needs is shown by recent magnificent developments of the Dock Estate, by the application of electricity to lighting and locomotion, and by beneficent improvements in workmen's dwellings. But the recent development of the great Library and Museum, to which Sir James Picton devoted forty years of his life, the growing fame of the annual exhibitions in the Walker Art Gallery, and of the permanent collection of pictures; the prosperity and influence of the University College; the important part taken by that college in researches into tropical diseases; the artistic additions to St. George's Hall, to say nothing of the proposed cathedral, the erection of which seems now assured, all go to show that on the whole Liverpool has rightly understood the real value of wealth.

Growth of Liverpool.

1876. The year 1876 shows no exciting record. Its main interest lies in the signs we note of the growth of opinion on such subjects as the water supply and improvements in the port. But as these have been of such supreme importance as almost to dominate the city's history

1876. for a quarter of a century, it will be best to treat them apart.

The beginning of the year was signalised by one of those acts of private liberality toward public need which have so constantly adorned the annals of Liverpool. At the beginning of January it was announced that Mrs. Charles Turner, widow of the former Member for the Borough, was contributing £8,100 to the local charities in memory of her deceased husband.

Mrs. Charles Turner.

S. Plimsoll. At the end of January Mr. Samuel Plimsoll, M.P. for Derby, but still more honourably known as "the sailors' friend," visited Liverpool in the course of his crusade against unseaworthy ships. He came on the invitation of a local committee formed for the purpose of supporting his demand for reforms in the mercantile marine. The controversy as to the improvements required ended in an honourable victory for Mr. Plimsoll. The scene in the House of Commons, which appeared to threaten his extinction but which led to his triumph, has a place in national history. When we note, however, that during this Liverpool visit a considerable part of Mr. Plimsoll's speech was a reply to the hostile criticisms of Mr. William Rathbone, whose deserved reputation for philanthropy is certainly not lower than that of "the sailors' friend," we feel how dangerous it is to indulge in hasty or sweeping judgments on those who, in times past, have hesitated about reforms which we now treat as no less necessary and inevitable than the abolition of slavery.

In the following August Mr. and Mrs. Plimsoll received a gratifying proof of the honour in which the reformer was held by Liverpool seamen. On the 16th of that month a silver model of the Life-boat "Samuel Plimsoll" was presented to them at the North Western Hotel, in a meeting presided over by Mr. Matthew Callaghan, Treasurer of the Seamen's Protective Society.

P. Thomson On May 13th, 1876, the Mayor for the year, Mr. Peter Thomson, was called away in the midst of his honours. Like many of Liverpool's most successful citizens, he came from Scotland, having been born at Elgin in 1813. He devoted himself to railway construction

1876. at a time when it was the chief road to wealth, and, settling in Liverpool, gave part of his energy to its municipal affairs. It was not until 1871 that he entered the Council as a representative of Toxteth Ward. The impression he made was shown by his election to the Mayoralty five years afterwards. He was a County Magistrate and a Lieutenant-Colonel in the Volunteers. His body was buried in the churchyard of St. John the Evangelist at Knotty Ash on May 18th.

Gas Company. During 1876 there was some further talk of purchasing the property and business of the Gas Company. But no satisfactory terms could be arranged. Liverpool continued to occupy an exceptional position amongst great towns in being dependent on a Joint Stock Company for its gas. Fortunately the dawn of the electric light was not far distant, and Liverpool, perhaps, lost nothing more by its delay than a temporary additional cost for light.

1877. William Rathbone. On January 2nd, 1877, a memorial statue of William Rathbone, the third of that distinguished name to take a prominent part in municipal impulses to good, was unveiled in Sefton Park His record has already been given in the previous pages of these Memorials.[1] The weather was adverse, and any elaborate ceremony was impossible; but the attendance of the Mayor and Councillors, together with representatives of all classes, showed how completely a good man's memory had mellowed the reminiscences of party strife. The duty of unveiling the statue was most fittingly assigned to Mr. James Aikin, who had been closely associated with Mr. Rathbone, not only in the intimacy of private life, but also in good works, and who was soon to follow his friend into the unseen world. Probably few, if any, technically "noble" families can recall such a pure and unpolluted tradition from father to son — through four generations — of the benevolence, the generosity, the public spirit and liberal aspiration which have characterised four successive William Rathbones.[2]

James Aikin.

[1] See vol. ii., pp. 267-8.

[2] As stated in the above quoted passage, there have been seven generations in all. But the four were specially notable.

1877.

William Simpson.

In April Mr. William Simpson commenced his tenancy of the refreshment rooms on the Prince's landing-stage. This turned out to be something more than a merely commercial transaction. The throngs of passengers continually going by suggested to the benevolent mind of Mr. Simpson that he commanded an excellent stand at which public collections could be made for charitable objects. Whenever, therefore, any important effort of the kind was being made, he placed a "bowl" for the reception of casual gifts, which otherwise might not have been gathered. "Simpson's Bowl" soon became a well-known and popular institution, and on many occasions—such as those of distress in Ireland and famine in India—many hundreds of pounds were thus collected. Mr. Simpson took a keen interest in several disputes between capital and labour, and was happily instrumental in securing peaceful settlements. He was an earnest advocate of temperance. His memory was warmly cherished by those who best knew his good works; and on July 10th, 1885, a public drinking fountain, to commemorate his name, was publicly opened by Sir James Picton.

Simpson's Bowl.

General Grant.

During the month of May much interest was excited by a visit of General Grant, ex-President of the United States, and famous for his success in bringing the great Civil War to a conclusion. Accompanied by his wife and son, he landed on the 28th. They were cordially received by the public, and became the guests of the Mayor.

Agricultural Show.

The Royal Agricultural Society of England held its annual show in July this year at Newsham Park, Liverpool. Among the visitors was the last crowned head on the American Continent—the Emperor of Brazil. The attendance of visitors was very large, and the show was in every way a great success.

On July 9th the Rotunda Theatre, at the corner of Scotland Road and Stanley Road, was totally destroyed by fire. The damage was estimated at £25,000 to £30,000.

Walker Art Gallery.

On September 6th the Walker Art Gallery was opened amidst a general joy which seemed to prove that the historic associations of Commerce and Art were not less

intimate in modern Liverpool than in mediæval Italy. 1877.
The story of previous efforts to maintain a local School of Painting and Sculpture is sympathetically recorded in former pages of these Memorials.[1] The generous promise of Mr. (afterwards Sir) Andrew Barclay Walker, on his inauguration as Mayor, in 1873, to provide at his own expense an Art Gallery worthy of the town, is mentioned in the record of that year; and now, once more being Mayor, he had the satisfaction of handing over his splendid gift to his fellow-townsmen. It was felt that the occasion fully justified an invitation to the Heir Apparent of the realm to perform the chief function of the day. But as other calls upon His Royal Highness made his compliance impossible, the late Lord Derby, whose family have been historically and honourably associated with the fortunes of Liverpool, undertook the duty.

The building, with its Roman portico and Palladian front, harmonises well with St. George's Hall and with the Library and Reading Room. Perhaps it is only of St. George's Hall we can say with truth that art for art's sake alone has been studied; but the whole group of buildings looking on the garden where once St. John's church stood form a picture to which few, if any, other modern towns of England can show a rival. The gigantic seated statues of Michael Angelo and Raphael are, perhaps, out of proportion, dwarfing, as they do, the portico they are set to adorn. But as statues they are worth much for their own sake; and it is a consideration naturally of some weight with Lancashire men that they are the work of a native artist, Mr. "Warrington" Wood.

The internal plan is so arranged as to provide ample accommodation for a permanent collection both of sculpture and painting, as well as for an annual exhibition and a School of Art. It is satisfactory to know that the permanent collection is constantly growing in interest and value.

It may be convenient to record here that in September, 1884, when the Art Gallery already proved too contracted for the demands upon it, Sir A. B. Walker Subsequent enlargement.

[1] See Vol. i. pp. 209-536; Vol. ii. p. 164.

1877. requested the Council to allow him to defray the whole cost of the enlargements, an offer which was gratefully accepted.

In the following month of October, 1877, the Council determined to effect a great improvement in the crowded and squalid neighbourhood around Park Lane, near St. Thomas' Church. It was resolved to continue Paradise Street into Park Lane, and to widen the latter thoroughfare between Forrest Street and the Church. The improvement was in due course carried out at a cost of about £100,000. In Liverpool, as elsewhere, it has generally been found that material improvement tends to keep pace with the extension of institutions for culture.

Park Lane improvement.

1878. At a meeting of the Council held January 16th, 1878, an offer from Mr. Picton to present the sum of £1,000, to be spent in furnishing and fitting up the Picton Reading Room, was courteously accepted and acknowledged.

Mr. Picton.

In the same month of January, the movement to create an Episcopal See of Liverpool took definite shape. Apart from the peculiarities of the British Constitution it might appear strange that the determination of so spiritual a question should lie with the Home Secretary, an impersonation of the secular power. But it was a letter from that high official anxious to be informed of local opinion on the question, which induced the Mayor to summon a meeting in the Town Hall. A happy unaminity prevailed, and the feeling was confirmed by communications which showed that the rural deaneries of both Lancashire and Cheshire were agreed in thinking that the Diocese of Chester might be advantageously divided. At a subsequent meeting, called by the Mayor, on April 24th, it was resolved that all needful steps should at once be taken to carry out the project, subject to the condition that the annual income of the new Bishop should not be less than £3,500.

Episcopal See.

On April 18th, 1878, the charities of the town were enriched by the bequest of £12,800, left by Mrs. Margaret Harvey, of Holmfield, Aigburth. She also left to the Corporation her valuable collection of pictures.

Mrs. Harvey.

For some time a feeling had been growing up that Liverpool was scarcely true to its best traditions in

University College.

neglecting to add to its numerous and high-class schools a college of University rank. Manchester had been favoured some thirty years before by the Owens bequest, which led to the foundation of what has since grown into one of the most magnificent of modern colleges. A certain amount of blameless and generous emulation had been simmering in the public mind of Liverpool as the success of that great institution was marked. And now, on May 24th, 1878, the Mayor summoned a Town's Meeting to consider the question. At this meeting a resolution was adopted, of which the exact words are worthy of record :— 1878.

"That in the opinion of this meeting it is desirable that a College be established in Liverpool, to provide such instruction in all the branches of a liberal education as would enable residents in the town and neighbourhood to qualify for degrees in Arts, Science, and other subjects at any of the Universities granting degrees to non-resident students, and at the same time to give such technical instruction as would be of immediate service in professional and commercial life."

It will be seen that the establishment of an independent University in the city was not at the time in view. A second resolution appointed a committee of leading townsmen, with the Mayor as chairman, to promote the object. A sub-committee was also appointed to prepare a draft scheme. The members of this sub-committee were Messrs. A. B. Forwood, Edward Lawrence, Robert Gladstone, W. A. Jevons, Henry Duckworth, Anthony Bower, James A. Picton, Rev. Charles Beard, Dr. J. Campbell Brown, Dr. A. T. H. Waters, Rev. George Butler, and the Rev. Canon Hume. There was no difference of opinion as to the desirability of the object; and a movement was thus begun which has since brought Liverpool into the front rank among modern centres for university teaching.

On July 5th, 1878, Liverpool lost one of its oldest and most venerated citizens in Mr. James Aikin. He was one among many illustrations of the fact that if political Liberalism has not prospered in Liverpool it has not been for lack of high character among its exponents. The son of a Dumfries solicitor, Mr. Aikin was born in 1792, and received his training at the high school of that James Aikin.

1878 town. His father was intimate with the poet Burns, and the son cherished as a recollection of his childhood a walk during which he received a caressing pat on the head from Scotland's chief poet. From 1840 to 1849 he sat for Castle Street Ward in the Town Council. He was one of the original founders of the Philomathic Society, and an ardent promoter of the Liverpool Shipwreck and Humane Society. He took a warm interest in the School for the Blind, and also in the Royal Institution, of which he was one of the founders.

Open-air markets. On July 5th the open-air markets, hitherto held in Queen Square and Great Charlotte Street, but which, owing to the growth of population and traffic now caused great inconvenience, were closed by order of the Town Council.

Street widening. At a meeting of the Town Council, held on October 2nd, an improvement scheme of considerable importance was adopted. Modern Liverpool, like all great cities with a history, has suffered much through the necessarily contracted ideas of bygone generations, who could not conceive the tide of population and business which was in the unseen future to flood the streets of their "poor, decayed borough." All extensions were therefore on too small a scale, and the increase of trade which made narrow streets inconvenient, also threatened to make the cost of improvement prohibitive. The city of London, as is natural, both from its traditions and its congestion of wealth, has suffered specially in this way, and the waggons of its millionaires have in the hinterland of its main thoroughfares to dodge each other through streets as narrow as those of Pompeii. Liverpool has in recent times never been wanting in the enterprise and financial courage needed to anticipate the future. The Council now sanctioned the widening of Byrom Street, of St. Domingo Road, of parts of Dale Street, and other streets less known, together with an extension of the North Haymarket—the whole to cost £300,000.

Electric lighting. At the end of the same month the Council agreed to apply for Parliamentary powers to light the town by electricity. This resolution was approved and confirmed by a public meeting held in the Municipal Offices in December.

1878.

Liverpool, which owes so much to sailors, has never, at least in modern times, been unmindful of her obligations. This year two notable additions were made to the institutions providing for their welfare. On April 17th, 1878, Mr. Ralph Brocklebank laid the foundation of a Seaman's Orphanage Sanatorium, and on August 22nd Viscount Sandon, M.P., President of the Board of Trade, opened a North-end Branch of the Sailors' Home.

Seaman's Orphanage.

Sailors' Home.

On October 11th occurred one of those catastrophes which seem all the more terrible because of the contrast between the folly of the cause and the tragedy of the result. The Coliseum Theatre in Paradise Street,[1] used as a music-hall, was crowded by an audience reckoned at 4,000 to 5,000 persons. A popular vocalist, known as Fred Coyne, was singing, when a dispute occurred in a corner of the pit immediately under the gallery, and a "scrimmage" resulted. With the sort of infatuation that no repetition of horrors appears able to cure, someone raised the cry of fire, and in an instant the whole crowd was involved in a mad struggle for dear life. There were six available doors of escape, though they appear to have been closed—at any rate sufficiently to prevent free passage. In their blind terror, however, the bulk of the crowd fought with each other to get to the main entrance in Paradise Street. Unfortunately this doorway was divided in the middle, and a complete block was caused. Meanwhile occupants of the upper tiers of seats, unable to get to the stairs, climbed down or threw themselves on to the masses below. With extraordinary pluck and strength, Inspector Buggy and a policeman contrived to push their way in, and succeeded to some extent in calming the people. The struggle was over in a few moments; but in that short space of time more than thirty people had been killed and a large number of sufferers were carried to the hospitals. Even such terrible events have their compensations; and the special care afterwards bestowed by the Liverpool magistracy on the means of exit from theatres was no doubt owing in a measure to this catastrophe.

Coliseum.

[1] For the history of this theatre see vol. ii. p. 149.

1878. Thomas Berry Horsfall.

Mr. Thomas Berry Horsfall, who for nearly forty years had taken a prominent part in the public life of the town, died in Torquay on December 22nd, 1878, at the age of 73. He was the eldest son of Mr. Charles Horsfall, a respected merchant of the town, who filled the office of Mayor. Like a good son, Thomas followed his father, and became a member of the firm of Charles Horsfall and Son. Being well adapted for public service both in capacity and in political opinion, he was elected an Alderman in 1844, and Mayor in 1847. In 1853, as already told in these Memorials, he was returned to Parliament as member for the borough, and held the seat until 1868. He served as President of the Chamber of Commerce. He was a J.P. for the borough and county, and a Deputy-Lieutenant.

1879. Reform Club (opened Feb. 6th).

The party politics of the borough have no place in these pages except as a matter of impartial record. From that point of view several references have been made in the Memorials to the traditional antipathy of Liverpool to what are called Liberal principles. It has already been seen that this antipathy can hardly be accounted for by the lack of talent, enterprise, or local patriotism in the Liberal ranks. In the beginning of 1879 the unpopular party gave proof of vitality by the inauguration of a local "Reform Club," in the building till then known as the "George Hotel," in Dale Street. It is interesting to note that the political star of the occasion was the Marquis of Hartington—now Duke of Devonshire. The Club was designed to accommodate about 1,200 members.

Dock labourers' strike.

At this time a serious strike occurred amongst the Dock labourers on account of a proposed reduction in wages said to have been necessitated by the depression in trade. The labourers were supported by the union of Coalheavers, whose influence was regarded as a serious factor in the struggle. The strikers, however, had not among them the genius of a John Burns, and were quite unable to anticipate the success of their London brethren five years later. Scotland, ever ready to supply either brains or muscle to Liverpool, now sent men to do the work of the labourers on strike. At the same time the employers offered arbitration, on condition that the men would return to work on the reduced terms

pending such arbitration. The strike then came to an end on February 17th. 1879.

Picton Reading Room.

The Picton Reading Room was publicly opened on October 8th, 1879, by the Earl of Derby. Perhaps no form of public recognition could have been more gratifying to Mr. (afterwards Sir James) Picton than the graceful resolve of the Council to connect his name with such a building. The honour was emphasized by the form of procedure. The Chairman of the Library and Museum and Arts Committee, who had now held his post for twenty-eight years, received many kind felicitations throughout the day; and in the evening a banquet was held in St. George's Hall, under Lord Derby's presidency, at which Mr. Picton was the chief guest. The plan of the Reading Room—suggested by the much larger rotunda of the British Museum—is admirably modified, both within and without, in accordance with the special conditions of the site. The Corinthian detached columns, which adorn its exterior, harmonise excellently with St. George's Hall, and the circular form adds very much of grace and interest to the range of buildings of which it now forms the chief feature. The Lecture Room below, of which the seats, like those of a Greek theatre, are cut out of the solid rock, has been ever since its construction a centre of intellectual pleasure and instruction to the population of the city. The floor of the Reading Room, forming the roof of the Lecture Hall, is a masterpiece of construction, covering a circular area of 100 feet in diameter without a single supporting pillar to interfere with sight or sound.

1880.

Liverpool a City.

First Bishop.

In the year 1880, on May 11th, Liverpool was supposed to receive a certain additional dignity by promotion from the rank of a mere town to that of a city. The change of title followed by ancient prescription on the creation of the new Episcopal See of which Liverpool is the metropolis. The requisite funds were provided partly by subscription and partly by the conversion of St. Peter's Church, with its endowments, into a pro-Cathedral foundation. The first Bishop appointed was the Rev. Canon John Charles Ryle, well known during many years for his evangelical zeal and his fervour in defence of church endowments.

1880. The appointment was considered to be in accordance with the ecclesiastical tone of the population. The consecration took place in York Cathedral, on June 11th, and the first Bishop of Liverpool was enthroned in St. Peter's pro-Cathedral on July 1st. The delay of twenty-one years in erecting a suitable Cathedral was unexpected. There is now, however, a prospect of its being speedily and worthily achieved.

On July 21st of the same year a great public meeting was held under the presidency of the Mayor, Alderman Bernard Hall, to promote the fund for establishing a University College. As a result contributions amounting to £80,000 were promised

University College.

Toward the end of July, Lord Ramsay, who had represented the town for about one year, succeeded to the Earldom of Dalhousie owing to the death of his father. He was the minority member; Liverpool being then what was known as a unicorn constituency. The admirers of Mr. Plimsoll entertained a forlorn hope that his popularity would enable him to keep the seat still Liberal. But Lord Claud Hamilton, who was the Tory candidate easily defeated him, the numbers being, Hamilton 21,019, Plimsoll 19,118.

In the topographical portion of these Memorials, mention is made of an attempt by the Town Council in 1849 to suppress the market which had been held in Pownall Square since that square had been formed—about 1767.[1] Social indignation compelled the withdrawal of the decree. But in this year 1880 an order for the closure of the market was again passed, and, as Cromwell said of his suppression of the long Parliament, "not a dog barked." It is an illustration of the dependence of successful reform upon time and circumstance.

Pownall Square.

William Daniels, Artist.

On October 13th Liverpool lost a distinguished resident in the person of Mr. William Daniels, an artist of something more than local reputation. He was born in the unpromising neighbourhood of Scotland Road, and as a boy worked with his father at the mechanical trade of brickmaking. But even in such circumstances genius asserted itself, and it is said that he drew on the sand sketches which excited the wonder of his companions.

[1] See vol. ii., p. 71.

1880. He produced some pictures that had at one time considerable vogue, such as "The Recluse" and "The Prisoner of Chillon." But, like many of the brethren of the brush, he found portrait painting most profitable, and attained considerable success therein. Thereby hangs a tale. For he was a man with some incurable eccentricities and could not be kept within conventional rules. When the great Duke visited Liverpool, the friends of Daniels secured a promise that the victor of Waterloo would sit to him for his portrait. The Duke, as is well known, was always punctual. He was ready at the appointed time. But the artist did not turn up, and an opportunity was lost. His funeral took place at St. James' Cemetery, where more than 200 mourners, amongst them many local notabilities, attended in honour of his memory.

Corporation Debt Funded. In the course of this year (1880), at the suggestion of Alderman A. B. Forwood, the issue of a kind of local "Consols," known as the Liverpool Corporation Stock, was commenced. The idea was that more favourable terms could be obtained than by the negotiation of separate individual loans. It was also obvious that such stock would form a convenient and popular form of investment for all who knew the wealth and resources of the prosperous borough. The amount issued during the year was £2,000,000 at 3½ per cent interest. During the following years the amount continually increased, until in 1893 the stock, which was irredeemable except by consent of the holders, reached 8½ millions. The price of issue was various, being at first under par. But with such ample security there was a constant rise in value. This was very pleasing to investors, but not so convenient to the Corporation when they were desirous of paying off debt. We may here anticipate so far as to say that in 1898 the Corporation recurred to the system of redeemable bonds, about which the same difficulty does not arise.

1881. Lord Roberts. At the beginning of 1881, on January 3rd, Sir Frederick Roberts (now Lord Roberts), then fresh from his victories in Afghanistan, was entertained by the Mayor, Mr. W. B. Forwood, at the Town Hall. In responding to his health, he spoke appreciatively of

1881. the commerce of Liverpool and of the progress the city had recently made in Art and culture. He also paid a high compliment to its achievements in the Volunteer movement.

Census. The decennial census of this year (1881) showed, like that of 1871, a decrease of population in the central portions of the city, but a very large increase of over 111,000 when the suburbs were added. The whole population was found to be 611,075. It may be of interest to note at the same time the extent of the commerce in which this great population was engaged. The accounts of the Mersey Dock and Harbour Board are made up to July 1st in each year. In that census-year they showed the number of vessels paying the various dues to have been 20,249, with a total tonnage of 7,893,948 tons. The amount paid in the various port, dock, and town dues on these vessels was £966,281 11s. 1d. If these figures be compared with those of the previous census-year (1871), the increase in number of vessels is seen to be much less than the increase in capacity. The number of vessels in 1871 was 20,121, a difference of only 128; but the tonnage of that year was only 5,602,187, a difference of 2,291,761. This shows a marked tendency to build larger ships. The average tonnage in 1881 was within a fraction of 390. For 1871 it was only fractionally over 278. The next ten years were to witness a far more marvellous growth in the commerce of Liverpool and in the might of its mercantile navy.

Religious census. Simultaneously with the Government census, the Rev. Canon Hume organised an ecclesiastical census of the diocese, through the clergy and paid enumerators under their direction. The results might not be infallibly accurate, but they were certainly interesting. The diocese, of course, includes a much larger area than that of the city and suburbs; and, even where the two enumerations could be compared, the totals naturally did not quite correspond. But it is worth noting that in the borough or city itself and suburbs, excluding Everton, the Anglican Church people were found to be 53·7 per cent. of the population; the Roman Catholics, 27·1; Protestant Nonconformists of all kinds, 18·1; and

only of a residuum of 1·1 per cent. was the religion said to be unascertainable. In Everton the percentages were:—Anglican Church, 61; Roman Catholics, 16·9; Nonconformists, 21·4; and unknown, ·7. The weakness of all such enumerations lies in the natural tendency of all indifferentists, when pressed to name their Church, to give the Church as by law established, even if, from one year's end to another, they never attend a service. But, making allowance for this, Dr. Hume's figures probably expressed approximately the proportions of denominational influence in Liverpool. 1881.

This year (1881) was marked by a revival of Fenianism in its most detestable form, and Liverpool was the scene of two cruel attempts to destroy property and life, happily without success. On May 16th, a rudely constructed infernal machine was laid in a passage to the Police Court, facing Hatton Garden. A loud explosion was heard, and a number of policemen sleeping on the premises, being neither frightened nor hurt, quickly investigated the cause. They found bits of a length of iron piping which had been filled with gunpowder and plugged. The damage to the building, however, was quite trifling. The offer of a reward failed to bring any information as to the guilty persons, but within a few weeks afterwards the police were more fortunate. For on Thursday, June 10th, near midnight, Police-Constable Reade, whose name deserves to be recorded, noticed two men, apparently sailors, lugging a large canvas bag round the Town Hall. He called another policeman (McBarney), and together they saw the men in Exchange Street West, making off towards the Exchange Flags, after placing the bag against the side door of the Town Hall. One of the policemen tried to lift it, but found it too heavy. He then dragged it across the pavement into the middle of the street. Then he heard a fizzing noise like that of a squib and sprang backwards, calling to his companion to "look out." They were scarcely five yards away when a terrific explosion took place. Without waiting to examine damage done the two constables gave chase to the men, and were speedily joined by other policemen. After a smart pursuit along Old Hall Street and towards the Leeds and Liverpool Fenianism.

1881. Canal they found both men concealed, the one under a lurry, and the other in the bottom of a canal boat. They were tried at the Liverpool Assizes, by Mr. Justice Lopes, on August 2nd, and sentenced, one to penal servitude for life, and the other to fifteen years. The reason for the difference was that the former was found guilty of being also concerned in the attempt on the Police Office.

While no words can be too strong in condemnation of such utterly inhuman crimes as these, it is impossible to repress a wish that society would investigate not merely their immediate origin in malignant passion, but also their deeper sources in morbid political or social conditions. In justice to Liverpool's greatest son it must be said that this was just what Mr. Gladstone tried to do. And whether he was right or wrong in his diagnosis and proposed remedy, it is certain as anything can be in politics, that the unsolved problem cannot permanently rest where his heroic failure left it.

The perils of the time added to the regret with which the Watch Committee received on July 26th, 1881, the Major Greig. resignation of Major John James Greig, C.B., who for nearly thirty years had been Head Constable. His services in times of disorder have been more than once mentioned in these Memorials.[1] In earlier life he held a commission in the 24th regiment. Under him the Liverpool Police Force had grown both in numbers and efficiency till it numbered 1,200 men, equal in discipline and effectiveness to any municipal constabulary in the kingdom. As the Major was now in his 76th year, it was impossible to refuse the relief he asked for. In testimony to his worth he was given a retiring allowance of £850 a year. He did not, however, enjoy it long. He died at Bournemouth in the following year on December 2nd.

J. A. Picton. In the month of August Mr. James Allanson Picton, F.S.A., the author of the *Memorials of Liverpool*, and chairman of the Library and Museums Committee from its first inception in 1850 as a Committee of enquiry, through all subsequent developments, received from Mr. Gladstone, then Prime Minister, an intimation that Her

[1] See vol. i., pp. 512, 533, 545.

1881. Majesty Queen Victoria had been graciously pleased to confer upon him the honour of knighthood in recognition of his public services and local patriotism. Sir James had certainly never sought any other reward than the consciousness of having served his own generation by the will of God. But he was not insensible to the pleasure of such authoritative endorsements of the value of his work, and he accepted the honour with simple and unaffected gratitude.

1882. The beginning of 1882 was marked by two munificent bequests to public charities: the first, of £16,000, on the decease of Miss Hamilton; and the second, of £100,000, by Mrs. Francis Grant, of Rock Ferry. In April of the same year Mrs. Charles Turner gave £40,000 to establish a new Hospital for Incurables at Dingle Head.

Bequests to Charities.

St. Philip's Church. As St. Philip's Church, Hardman Street, is the subject of special notice in the topographical portion of these Memorials,[1] it may be well here to record that the building and site were sold by public auction on July 25th, 1882, and the land devoted to other purposes.

University College. On October 18th, 1881, the Liverpool University College was incorporated by Royal Charter, and so started as an organic body on its beneficent career.

Visit of the Lord Mayor of London. The latter part of the year 1882 was distinguished by a brilliant interchange of hospitalities between the ancient City Corporation of London and its hardly less venerable sister of Liverpool. The Lord Mayor of London (Sir J. Whittaker Ellis) having entertained a large number of provincial Mayors, Liverpool hastened to reciprocate the courtesy. The first opportunity of doing so was afforded by a visit of the Lord Mayor of London, in October, when he stayed nearly a week in the town and visited all the chief places of interest. He also laid a memorial stone at the Liverpool end of the Mersey Tunnel, then in course of construction. Later, on November 3rd, a grand banquet was given in the Town Hall, under the presidency of the Mayor of Liverpool (Mr. John Hughes), supported by a number of provincial Mayors, who all desired to unite in doing

[1] Vol. ii. p. 248.

1882 honour to the most ancient and illustrious Mayoralty in the world.

1883. The Town Clerk at this time was Mr. Joseph Rayner, who will always hold a distinguished place in the records of his important office. His career was now cut short, at the comparatively early age of 54, by his death, through paralysis, on April 20th, 1883. Born at Brighouse in 1829, he commenced practice as a solicitor at Huddersfield, and in 1860 was appointed Town Clerk of Bradford. Six years afterwards he was preferred over all other candidates for the much more onerous post in Liverpool. Money is by no means always a measure of merit; but, at least, the warm and deep appreciation of his services is proved by the steady increase of his official salary from £1,600 in 1866 to £3,000 in 1881. The last increase of £500 in 1881 was practically an acknowledgment of the marked ability he showed in the management of Parliamentary business on the Vyrnwy Water Bill. His successor was Mr. George James Atkinson, who was appointed on May 2nd.

Joseph Rayner.

On Saturday, April 21st, occurred one of those conflagrations which no human skill or foresight seems able to prevent. It broke out in Messrs. Bates' warehouse in Lancelot's Hey, stored with cotton and jute. It rapidly spread to three neighbouring warehouses, and, working its way up New Quay and Chapel Street, finally destroyed property and goods to the value of a quarter of a million sterling.

Earl of Beaconsfield

The well-known statue of the Earl of Beaconsfield in front of St. George's Hall was unveiled this year on December 14th by Sir Richard Assheton Cross, M.P. The Sculptor was Mr. Birch, A.R.A. Probably there is no town in the kingdom where the erratic but brilliant genius of Benjamin Disraeli has been more fervently admired after his success was assured.

Sir Richard Assheton Cross.

On the same day Sir Richard Assheton Cross presided over a Commemoration Dinner to celebrate the previous opening of the Liverpool Conservative Club, which had taken place informally on November 9th.

In February the City Council, availing themselves of the powers conferred by the Liverpool Sanitary Act, 1864, made a spirited effort to grapple with the problem of

providing healthful homes for the poor. The sum of £40,000 was voted for the erection of Artizans' Dwellings on the site of Nash Grove. And a further sum of £50,000 was set aside for the purchase of insanitary property. 1883.

In pursuance of the same policy the Council resolved in August to promote a Bill in Parliament for the formation of a new street 60 feet wide from New Pall Mall to Scotland Road. This involved the pulling down of a large number of unsatisfactory dwellings.

In April, Messrs. Moody and Sankey, whose former visit was sympathetically described by Sir James Picton,[1] once more came to Liverpool. Their ministrations were again attended by overflowing audiences and awakened no less interest than on the former occasion. Moody and Sankey.

In July of this year the municipal services of Alderman William Bower Forwood received a well-deserved recognition from the Sovereign who conferred upon him the honour of knighthood. The favour was supposed to have been specially suggested by the opening of the new North Docks during his mayoralty in 1881, when he entertained the Prince and Princess of Wales. But the new knight's services were innumerable, and that incident, though brilliant in its pageantry, was only one illustration, and that not the most substantial, of his value as a local patriot.

On October 16th the Right Hon. W. E. Gladstone, then at the height of his power and fame, came over from Hawarden to cut the first sod of the Wirral Railway. On that occasion, as at other times, whenever he had the opportunity he insisted on the public advantages that might be gained by a more direct communication between Liverpool and North Wales. 1884. Wirral Railway.

In the course of 1885 the approximate completion of an extensive alteration and improvement in the London and North Western Railway between Lime Street and Edge Hill illustrates the enormous growth of the traffic in the preceding half century. In these Memorials the beginnings of that great railway have already been related, and it will be remembered that after the opening of the Liverpool and Manchester line six years elapsed Supersession of Lime St. Tunnel.

[1] See vol. i., p. 548.

1884. before passengers could join or leave the trains nearer than Edge Hill, and for many years after Lime Street Station had been opened no engine passed through the tunnel, but the trains were drawn up by an endless rope worked by a stationary engine at Edge Hill, while the arriving trains descended by their own weight under the guidance of a brakesman. Few were the prophetic souls who then foresaw that the two pairs of rails within the tunnel would be insufficient for the traffic. Down to 1848 the railway crossed the Wavertree Road by a level crossing. The leisurely nature of the traffic at that time may be judged from the exploit of a clerk narrated personally to the present writer. The young man was sent from his office on business to Manchester. On leaving Edge Hill Station he discovered that he had forgotten an important document, whereupon he watched for the level crossing, and on arrival there, stepped out of the train and walked back to Liverpool. But when the eighth decade of the century was reached, the traffic apparently unaffected by the strenuous competition of other lines since brought into Liverpool had increased so enormously that the tunnel became quite insufficient. It was therefore opened out, changed into an ordinary cutting crossed by numerous bridges, and widened to give space for two additional lines of rail. This, and the enlargement of Lime Street Station, were practically completed in 1885.

1885. David Radcliffe. A somewhat unusual festivity in honour of the Mayor, Mr. David Radcliffe, and his family fortunes seems to deserve a passing record. His tenure of office had been distinguished by somewhat novel endeavours to bring the working people of the city, and the most deserving amongst the school children within the range of civic hospitalities. His institution of "hot-pots," since continued annually, was especially popular. On April 23rd, a day illustrious as that of Shakespeare's birth and death, the Mayor's "silver wedding" occurred. On the same day his son was married. In the evening the Mayor gave an entertainment at the Town Hall, when dramatic recitals were appropriately conspicuous. During an interval, Sir James Picton, on behalf of the members of the City Council presented his Worship with

a handsome silver salver. Mr. Radcliffe had already during the day received from admiring friends a loving cup of silver in honour of the occasion. 1885

In September of this year (1885) died Mr. William Bennett, who, as Councillor and afterwards as Alderman, had been a member of the Liverpool Council for many years. During the controversy of Pike- *v.* Well-water he was the stoutest and most persevering of the sandstone party. His was one of those pertinacious natures who never know when they are beaten. That, however, did not prevent his being, in private life, one of the kindest and most genial of companions. William Bennett.

In August, 1885, as a result of the new Reform Act passed in the previous year, Parliamentary Liverpool was divided into nine constituencies, each returning one member.

On October 20th Sir Richard Assheton Cross, at that time Home Secretary, came to open a large block of buildings erected by the Corporation under the Artizans' Dwellings Act of 1875. It was erected, in accordance with a resolution previously recorded, on a site known as Nash Grove, Cazneau Street, and replaced a crowded rookery containing 282 inhabitants to the acre. As part of the ground had been occupied by trade premises and yards, the congestion in the occupied houses was even greater than that figure shows. The new buildings being designed to accommodate about 1,000 people on the same area of about 20,000 yards, it might seem that the congestion was hardly relieved; but the new dwellings, being arranged in tiers around an ample area, are much more accessible to fresh air, and, of course, are constructed on a sanitary system. Still, it remains to be proved by further experience whether the terrible problem of living-room for the multitude can be finally solved thus, or whether we must look forward to "garden cities" and easy, swift conveyance from centres of work to distant dwellings in healthy places. Sir Richard A. Cross.

The death of Mr. Joseph Mayer, a distinguished antiquarian of far more than local celebrity, took place on January 19th, 1886. He was in the 83rd year of his age, and his long life is a conspicuous illustration of the dignity that may clothe a tradesman's life when the 1886. Joseph Mayer.

1886. tradesman is inspired both by love of knowledge and love of man. He was by birth a native of Staffordshire, but belonged much more to Liverpool. He established a well-known business as silversmith and jeweller in Lord Street, and he emulated the artistic craftsmen of the middle ages in his tastes. Gold has always been a dangerous and very often a maleficent metal. But it is curious what a difference there is between gold-grubbers and goldsmiths. The mere acquisition of gold, whether by actual digging, or employing blacks to dig, or gambling in mining shares, has promoted a vulgar and passionate greed which is amongst the most serious dangers of the age. But working in gold and jewels, though it has often rewarded the worker with as much wealth as successful gold mining, has been stimulative of artistic feeling and sometimes of large-minded ambition. Mr. Joseph Mayer was an illustration of this. His tastes led him to the study of ancient and mediæval art, and he became an antiquarian of great authority. He formed a magnificent collection estimated to be worth from £70,000 to £100,000. And this collection, as previously mentioned in these Memorials,[1] he presented during his lifetime—in fact nearly twenty years before his decease—to the public Museum connected with the Brown Library. Perhaps only men of similar culture and enthusiasm can estimate the generosity of such a gift. The only stipulation he made was that the collection should be kept together and should bear his name. Perhaps no other gift ever made to the city represents so much of human worth and generous sympathy as this. No benefactor could have better deserved the statue which preserves his form and memory in St. George's Hall. The place of his residence—Bebington—also profited by his large-minded generosity. For he presented to it a library which may enable future generations at least to emulate his love of culture.

Mersey Tunnel. On January 20th, 1886, the Mersey Tunnel Railway was officially opened. The Prince of Wales showed his appreciation of this great work by coming to Liverpool expressly for the purpose of its inauguration. He afterwards lunched at the Town Hall, and returned the

[1] See vol. ii., p. 301.

same day to London. Shortly afterwards the Council made a grant of £2,000 to the Mayor for the extra expenses incurred in receiving and entertaining His Royal Highness. 1886

On January 22nd, the Mayor, Mr. David Radcliffe, received the Archbishop of York, who in the course of his visit unveiled a memorial statue erected in the Museum to Mr. Christopher Bushell. In addition to his various other activities as a Christian philanthropist, Mr. Bushell had been a prominent member of the Liverpool School Board, and had done very much to determine its policy. This statue was afterwards transferred to University College, in the promotion and management of which Mr. Bushell took a distinguished part. Christopher Bushell.

In February the city lost a very remarkable man in the person of the Rev. Hugh Stowell Brown, the well-known minister of Myrtle Street Baptist Chapel. He was born in Douglas, Isle of Man, in 1823. He was the son of a clergyman, and thus born into the communion of the Anglican Church. But as he grew up he came to the conclusion that the Baptist interpretation of Christianity was more scriptural. Before this change in his views he had already left home, and for some time followed engineering. He obtained employment under the London and North-Western Railway at Crewe, and for some six months drove an engine. He then entered King's College, Castletown, in the Isle of Man, and studied there three years. To the surprise of some of the more conservative nonconformists in Liverpool he was chosen in 1848 to succeed to the former venerable pastor of the Myrtle Street Chapel.[1] He was gifted with a voice that arrested and retained the attention of hearers, notwithstanding a certain musical monotony in his delivery. The independence of judgment he had already shown was not surrendered in his new circumstances, and his sledge-hammer style of expression sometimes shocked at first the more staid among his hearers. But his power to sway a congregation was too obvious to be resisted, and as already related in these Memorials, the chapel was soon too small for the numbers who Rev. Hugh Stowell Brown.

[1] See vol. ii., p. 252.

1886. desired to hear him. He was one of the first, if not the very first preacher, to gather working men in a lecture hall on Sunday afternoons, to hear addresses on moral and social questions. For years the Lord Nelson Street Hall was thronged with hearers on such occasions, and what are known now as "Pleasant Sunday Afternoons" (P.S.A.) owe not a little to his initiative. He died on February 24th, 1886, and was buried at the Necropolis, West Derby Road.

Visit of Queen Victoria. In this year the city was specially favoured by Royal visits. Scarcely had the talk of the Prince of Wales' visit died away, when on May 11th, Her Majesty Queen Victoria, accompanied by the Duke of Connaught, arrived direct from Windsor Castle, for the purpose of opening the International Exhibition of Navigation, Commerce, and Manufactures. This exhibition was largely owing to the initiative and persistent energy of the Mayor, Mr. David Radcliffe. Its site was between Wavertree Park and Edge Lane, on the land which used to be known as Heywood's Park. Its title sufficiently indicates its objects, which were specially appropriate to a great seaport. The Queen, who travelled by night, received a loyal welcome at the special station erected for the Exhibition, which she reached at eight o'clock a.m. The Mayor, the Lord Lieutenant of the County, and the High Sheriff were in attendance. The Guard of Honour consisted of a detachment of the 3rd Hussars, who convoyed the Queen to Newsham House. In the afternoon Her Majesty drove to the Exhibition building, in front of which 50,000 school children were arrayed. After the usual ceremonies the Exhibition was then, by Her Majesty's command, declared open by Earl Granville. The Mayor was knighted, and the Queen returned to Newsham House.

On the following day (May 12th) the Queen drove through Sefton Park and the suburbs to St. George's Hall, where an address was presented. She afterwards took a short cruise on the river in the steamer Claughton. The return route was so arranged as to enable the largest possible number of inhabitants to see their venerable Sovereign. There was also a grand procession of trades and friendly societies, which paraded the principal

streets in honour of the occasion. Next morning the Queen returned to Windsor. The Exhibition, commonly known as the "Shipperies," was closed in November. The number of visitors was reckoned at more than two-and-a-half millions. But it was not a financial success, and a considerable demand was made on the guarantors. The sum of £12,000 was voted by the City Council as an addition to the usual Mayor's allowance, in consideration of the cost incurred in receiving and entertaining the Sovereign. 1886.

In the next year (1887) Liverpool was not behind other towns in the enthusiasm with which the fiftieth year of Queen Victoria's glorious reign was celebrated. A Jubilee Exhibition was held on the site of the "Shipperies," and was opened by the Princess Louise, on May 16th. The anniversary of Her Majesty's accession was kept as a general holiday. Special services were held in several churches; there was a march out of the local volunteers, and a procession of the trades and friendly societies. The poor were feasted; the inmates of hospitals and asylums were not forgotten. At night there was a general illumination. On June 28th the Mayor, Mr. James Poole, attended at Windsor with Alderman Livingston, to present to Her Majesty a loyal address voted by the Corporation. In the following August his Worship received the honour of knighthood. To impress the happy Jubilee upon the memory of the rising generation, 90,000 commemorative medals were distributed in the month of September to the elementary school children of the city. 1887. The Queen's Jubilee. 1886.

It is appropriate to mention here also that in the previous December Sir Andrew Walker presented a sum of £15,000 to University College towards the erection and equipment of Engineering Laboratories. He particularly desired that his gift should be regarded as a commemoration of the Jubilee year of Her Majesty's reign. The Mayor, Sir James Poole, laid the foundation on October 1st, 1887. The Laboratories were completed in 1889, and on November 2nd of that year they were formerly opened by Lady Walker. The whole cost to the generous donor was not less than £20,000. Gift by Sir A. B. Walker to the College. 1887.

1887. On August 29th, 1887, the Channel Fleet, under the command of Vice-Admiral Hewett, steamed into the river and anchored opposite the Landing Stage. The following day the officers accepted invitations to an "At Home," given by the Mayor of Birkenhead. In the evening they were entertained at dinner by the Mayor of Liverpool, Sir James Poole. On September 1st, his Worship gave a dinner in St. George's Hall to one thousand Blue Jackets. On the 5th the Fleet proceeded on its way to Belfast.

The Channel Fleet.

New Royal Infirmary. The Liverpool Royal Infirmary, which had originally stood on the site of St. George's Hall, and was afterwards removed to Brownlow Street, was now in need of substantial enlargement to meet the growing needs of a vast population. On Saturday, October 29th, 1887, the Earl of Derby laid the foundation stone of an entirely new building fronting to Pembroke Place, and announced that the sum of £85,000 was already in the hands of the Governors. He added, however, that £100,000 would be needed to complete the scheme. The proximity of the Infirmary to University College proved afterwards to be of great importance to the development of the medical school in that institution.

1888. At the beginning of 1888, the old market in Cleveland Square, mentioned in vol. ii, p. 281 of these Memorials was suppressed by order of the City Council, and the area made part of the public highway. No opposition appears to have been made, though the suppression of markets has often been found very unpopular.

Cleveland Square market.

Visit of Lord Salisbury. On January 11th, the Marquis of Salisbury, then Prime Minister, visited the city as the guest of Mr. A. B. Forwood, M.P., Financial Secretary. He was welcomed with much enthusiasm at the Conservative Club. Advantage was taken of his visit to hold an imposing political demonstration at Hengler's Circus, and his lordship was entertained at a banquet in the Philharmonic Hall on January 12th.

Indemnity demanded by Channel Fleet. In August the Channel Fleet once more visited the river; but this time, notwithstanding previous friendly entertainments, it affected a hostile attitude, declared the city captured, and demanded an enormous indemnity. Probably it was considered that the ceremony would

impress the public with the importance of local defences. 1888.

In 1889, on March 6th, the City Council finally decided the use that was to be made, in the public interest, of St. John's[1] Churchyard. A sum of nearly £4,000 was voted for the purpose of laying it out as a public garden and promenade. In the course of the discussions, extending over several years, on the question of a Cathedral site, St. John's Churchyard found many advocates; but the proximity of St. George's Hall, and the obvious desirability of retaining a large open space in that central spot prevented its adoption. The church being no longer needed, and being certainly not ornamental, was removed, and the whole ground thrown open. 1889. St. John's Churchyard.

In March the projected overhead railway, to be worked by electric power along the line of the docks, was announced for public subscription. The local applicants numbered 70,000. The Dock Board gave hearty support and subscribed for £100,000 share capital. Overhead Railway.

On June 4th the new Wholesale Fish Market in Great Charlotte Street was formerly opened by the Mayor. It occupied the site of what was formerly known as Lucas's Repository. Its erection cost the Corporation £18,000. New Wholesale Fish Market.

On July 15th, the historian of Liverpool, to whose "Memorials" these brief later records are a supplement, departed this life in the 84th year of his age. His activity and his interest in life continued with wonderful vividness to his last day. On Saturday, July 13th, with other members of the Corporation, he welcomed the Shah of Persia, who arrived for the second time in the city on that day. On Monday, the 15th, Sir James rose in the morning in apparently his usual health, and ordered his carriage to the door with a view of accompanying the Shah in a cruise on the river. But before he could set out he was taken very ill, and died about six o'clock the same evening. This speedy and gentle exit from a life of incessant industry was what he himself would have desired. The appreciation of his fellow citizens was shown by many kindly Death of Sir J. A. Picton.

[1] On this Church see Vol. ii., p. 187,

1889. utterances in the press and by signs of general mourning. The funeral on July 20th, at Smithdown Road Cemetery, was conducted by the Rev. Chas. W. Stubbs, now Dean of Ely, in conjunction with the Rev. Edward Hassan, Independent Minister of Wavertree. It was attended by many hundreds of sincere mourners. Sir James Picton was born in 1805. He had now lived his life to the full, and had made the very most of his powers for the service of his own generation. [1]

T. D. Hornby. His death was followed within a few days by that of Mr. Thomas Dyson Hornby, Chairman of the Mersey Docks and Harbour Board, who expired on July 31st. He and Sir James Picton were close neighbours in Wavertree, and though opposed in politics were always ready to co-operate for the welfare of their native city.

Departure of the Shah. On Monday, July 15th, the Shah of Persia concluded his brief visit during which he had been entertained at Newsham House. On Sunday the 14th, he visited the Duke of Westminster at Eaton Hall. On the next day, after a drive through the city and a cruise on the river he left for Manchester.

1890. On January 8th, 1890, the services of Sir Andrew B. Walker, Bart., in the devotion of so much of his wealth to the advancement of Art and higher education, were rewarded by the presentation to him of the Freedom of the City at an assembly in the Town Hall.

Honour to Sir A. B. Walker.

Opening of the Royal Infirmary. On October 29th the new Royal Infirmary in Pembroke Place was opened by the Duke of Clarence and Avondale. His Royal Highness was received at the Town Hall by the Mayor and thence proceeded to the Infirmary. In the evening he attended a ball given in St. George's Hall.

1891. Mr. Thomas Stamford Raffles, who had been Stipendiary Magistrate in Liverpool for thirty-one years, died on January 23rd, 1891. He had been called to the bar in 1841. The reputation of his genial and eloquent father, the Rev. Dr. Raffles, for many years minister of Great George Street Chapel, and the honour in which that popular preacher was held, secured a favourable reception to the son's appointment. Mr. Raffles' long

Death of T. Stamford Raffles.

[1] See Sir James A. Picton's Biography. Liverpool: G. G. Walmsley, Lord Street.

tenure of office amid universal respect more than justified the anticipations formed by his friends. He was succeeded by Mr. William John Stewart, Barrister-at-Law. 1891.

The census taken this year (1891) gave many striking illustrations of the centrifugal tendency of population in towns. Liverpool was no exception to this. The parish of Liverpool comprising the central and business portions of the city showed a decrease of 50,151 during the previous ten years. The outer districts on the other hand all showed considerable increases. But as the most rapidly growing suburbs were not at that time included in the municipal boundaries, the real progress of the city was not fairly represented by the census figures. The population was found to be 617,032, exclusive of a floating population of seamen. The apparent increase since 1881 was thus only a little over 6,000. The Census, 1891.

The figures for the commerce of this census year were:—Vessels, 22,775, with a total tonnage of 9,772,506 tons. The amount paid in Dock Rates and Dues was £1,034,269 19s. 7d. It will be seen that the average tonnage of the vessels was now fractionally over 428 tons as compared with 389 in 1881 and 278 in 1871.

The interest naturally taken by a great seaport in the Royal Navy was illustrated in 1892 by an exhibition in the Walker Art Gallery of models, appliances, instruments, weapons, and armour, showing the development and existing strength of England's first line of defence. It was opened on February 1st by Lord George Hamilton, then First Lord of the Admiralty. He spoke with warmth of the cordial support always given by the city to all proposals for increasing the power and efficiency of the Fleet, and of the hospitality which had from time to time been enjoyed by officers and men. He also said that during his period of office the Admiralty had on more than one occasion received most valuable advice, assistance, and co-operation from the leading members of the local commercial community. 1892. Naval Exhibition.

During this year the attention of the City Council and of the citizens was largely occupied by the completion of the Vyrnwy water scheme, of which an account is given elsewhere. But in July its public and ceremonial inauguration by the Duke of Connaught was the occasion Vyrnwy.

1892. of a civic festivity. His Royal Highness arrived in the city on July 13th, and was lodged in Newsham House. Next day, after a visit to the Seamen's Orphanage, and to the Royal Southern Hospital, where he opened a new operating theatre, he went to St. George's Hall. Here a platform had been erected in the open air, and connected electrically with the stop-cocks of two fountains, to which the Vyrnwy water was laid on. After the reception of an address, presented by Alderman John Hughes, the Duke pressed a button, which set the fountains playing. A libation of the water was then handed to him in a silver goblet, out of which he drank. A luncheon followed at the Town Hall. The fountains were illuminated at night, and the whole city rejoiced in the completion of great work well accomplished.

Freedom of the City conferred on Mr. Gladstone.

At the close of this year (1892) Liverpool did honour to itself as well as to its most famous son by conferring the Honorary Freedom of the City on the Right Hon. W. E. Gladstone, who, at the venerable age of 83, sustained once more the burden of the Premiership. Mr. Gladstone, accompanied by Mrs. Gladstone and members of their family arrived in the city on December 3rd, and was conducted by the Mayor, Mr. R. D. Holt, to St. George's Hall, where an enormous assembly reckoned at 10,000 persons was gathered to greet him. His reception there showed that for the day at least all political divisions were merged in admiration for the gifts and achievements of a great man. The party then drove to the Town Hall, where the building was packed with upwards of 3,000 invited guests, who not only filled the handsome rooms but lined the staircase and crowded the passages. When the casket containing the grant of the freedom had been handed over, Mr. Gladstone spoke for fifty minutes with all the grace and appositeness which uniformly characterised his non-political speeches. The memories of his boyhood came back to him, and he spoke with pride of the nobler features always to be found in the civic life of his native city, even in the darkest days of popular aberrations of opinion. He was especially fervent in eulogising the example set by earlier generations of private liberality in support of public progress. But as these pages show, that

example has ever been surpassed by more recent generations of citizens. 1892

On December 17th, Victoria Buildings, forming part of University College, were opened by Earl Spencer, Chancellor of Victoria University. A noteworthy inscription records that the buildings were "raised by men of Liverpool, in the year of our Lord, 1892, for the advancement of learning, and the enoblement of life." Addition to University College.

In the beginning of 1893 a conspicuous and memorable addition to facilities for locomotion in Liverpool was made by the opening of the Overhead Electric Railway along the line of the docks. It had taken four years to construct, and had cost the comparatively small amount of £510,000. The easy movement, the absence of smoke, the comfort of the cars, and the frequency of the trains ensured its popularity, and it was a success from the first. The Marquis of Salisbury graced the occasion by his presence, and performed the ceremonial opening. 1893. Opening of the Overhead Railway.

Two terrible conflagrations occurred during this year (1893). The estimated value of property destroyed by the two fires was about £350,000. The first broke out on January 5th, in a Juniper Street warehouse, Bankhall. Within an hour or two more than 200 firemen were concentrated on the spot, but in spite of all their efforts these warehouses were totally consumed. A tremendous explosion blew off the roof of the first warehouse at a moment when a number of men were engaged with a hose on the adjoining roof. They managed, however, to reach the ground safely by the fire escapes. In fighting fire as high a courage is often shown as in fighting the nation's foes as on a field of battle, and it surely deserves not less honour. On this occasion two police constables, named Beer and Watts, were buried under a falling wall, and when their comrades reached them it was found that their lives had been a sacrifice to duty. Great Fires.

The second great fire broke out on Saturday, August 5th, at the Canada Dock. Though acres of stored timber were consumed the damage was estimated to be under £50,000. But the lurid glare of the flames was visible for fifteen miles round the city, and along the sea as far off as Colwyn Bay and Llandudno.

1893.

Death of Sir A. B. Walker.

On February 27th in this year, Sir Andrew Barclay Walker, Bart., died at his residence, Gateacre Grange. His record as a generous local benefactor has appeared frequently in these pages. He was twice Mayor. His chief monuments are the Walker Art Gallery and the Engineering Laboratories of the College.

The Mayor becomes Lord Mayor.

This year, by Royal Letters Patent, the Chief Magistrate of Liverpool received on August 14th, the style, title and appellation of "Lord Mayor." This was an honour shared by the city with several other great towns. It was one among many signs of the growth of public esteem for local home rule, a movement of which the almost contemporary Local Government Act of the Right Hon. Henry Fowler was a more substantial proof. In commemoration of this change in title, the first Lord Mayor, the Right Hon. Robert Durning Holt, presented to the Corporation a massive silver "Loving Cup," to which he attached the name of "The Queen's Cup."

1894.

Opening of Manchester Ship Canal.

The year 1894 was signalized by the completion and ceremonial opening of the Manchester Ship Canal. Her Majesty Queen Victoria showed her sense of the greatness of this spirited enterprise by coming in person to perform the ceremony on May 21st.

Visit of the Duke and Duchess of York.

In September, Liverpool received a royal visit, which, if not so august and epoch-making as that vouchsafed to the Ship Canal, was especially joyful and bright with the promise of the future. The Duke and Duchess of York, who had not yet lost the glamour attaching to an illustrious bridegroom and bride, came on September 10th to Newsham House. The opportunity was seized to make a public presentation in St. George's Hall of certain wedding gifts which many inhabitants had combined to provide. It need hardly be said that the building was crowded, or that the address of welcome presented by Lord Mayor Bowring from the Corporation was enthusiastically echoed. Mr. R. D. Holt then presented the wedding gifts on behalf of the subscribers.

New Post Office.

The occasion of this visit was the foundation of the New Post Office in Victoria Street. For many years the insufficiency of the building on the site of the Old Dock to meet the requirements both of the Post Office

and the Customs had been increasingly felt. In such matters the postal authorities, who perhaps attach disproportionate importance to revenue in comparison with public convenience, are not very easy to move. But local needs at last prevailed, and the concentration of commercial business in the neighbourhood of the Exchange naturally suggested the migration of the Central Post Office toward the same quarter of the city. It was gratifying that the foundation-stone of a building identified with the future prospects of Liverpool should be laid by a Prince who was regarded as impersonating the future of the Empire. 1894.

The usefulness of the railway along the docks at the street level had been up to this time considerably hampered by the supposed impossibility of using steam power for haulage. It is useless to contrast our conservatism in such matters with the daring practice of the United States, where, in an open street, the rumble of a railroad train heralded by a clanging bell excites no alarm either for property or person. The attempt to make an old nation as progressive as a young one is little less difficult than the converse impossibility of putting an old head on young shoulders. But where so much valuable and inflammable property is heaped together as along the Liverpool Docks, nervousness about the danger from sparks emitted by locomotive engines was not unreasonable. It was suggested, however, that the employment of shale oil for fuel would obviate any such danger: and the Lancashire and Yorkshire Railway was allowed to try the experiment in the conveyance of goods from their South Docks Station to the North Docks Station near Stanley Dock. The systematic use of engines with oil furnaces was commenced on May 13th, 1895, and has proved entirely successful. A single engine now draws a weight which used to require 40 horses. Steam on the Dock Railway.

In June, 1895, the city was visited by the Shahzada, Nasrullah Khan, the second son of the Ameer of Afghanistan. He travelled from Manchester by the Ship Canal, and thus had full opportunity for observing the facilities it afforded for commerce. The usual hospitalities were offered to him by the Lord Mayor, and 1895, Visit of the Shahzada.

1895 he seemed particularly interested in the working of the Overhead Railway. One pleasure which he enjoyed must have been very exceptional in the western lands, which, according to his view, are given over to infidelity. For he found a Mahommedan Mosque in part supported by English converts. His handsome gift of £2,500 was perhaps inspired by a hope that this was the beginning of a national conversion.

Contemporaneously with the visit of this eastern prince, an event occurred of far more importance—not to Liverpool only, but to two hemispheres. This was the opening of the Riverside Railway Station on the Prince's Pier. American visitors on their way to London had long complained of the inconvenience caused to them on their arrival in Liverpool, by the double or treble transference of passengers and luggage first to a tender, then to cabs and carts on the pier, and finally to a train in Lime Street. So long as the port enjoyed almost a monopoly of American passenger traffic such complaints were disregarded. The proud British retort—"take it or leave it"—which has been found so effective elsewhere in shifting business to Germany and the States, might be employed safely. But the rapid expansion of German transatlantic traffic, and the growing importance of Southampton as a port of call and of departure for the States had a very salutary effect on Liverpool enterprise. It was felt that increasing facilities must be offered; and by the co-operation of the London and North Western Railway, the Dock Board, and the leaders of local commerce, a station was erected between the river and the Prince's Dock; and this station was connected with the main line at Edge Hill through the Waterloo Tunnel.

Riverside Railway Station.

On June 12th, the White Star steamer "Germanic," one of the largest vessels then afloat, was brought alongside the Landing Stage. The train-load of passengers from London was run down to the Riverside Station, and both passengers and luggage were transferred to the "Germanic" with unprecedented comfort and celerity. On the same day two other American liners, the Cunard steamer "Catalonia," and the White

Star steamer "Teutonic" arrived from New York, and landed their passengers on the Landing Stage. 1895

The formal opening of the Riverside Station was celebrated on July 11th, when the Baggage Examining Room of the Customs was transformed for the nonce into a banqueting hall, and a luncheon was given at which Mr. John Brancker presided over a distinguished company. The Lord Mayor of Liverpool was supported by the Mayors of Birkenhead and of Bootle, and the members of the Dock Board and City Council showed by their attendance their appreciation of the addition made to the advantages of the port. The chairman, in his speech, made a handsome acknowledgment of the stimulus which had been administered by American enterprise and by the spirited competition of Southampton. Opening of Riverside Station.

The Municipal elections of this year were of unusual interest by reason of a very considerable extension of the city, and the inclusion within it of four large external areas. The latter included Walton, West Derby, Wavertree, and the suburban portion of Toxteth Park. Considering the enormous growth of trade and population which had taken place since the period of the Municipal Reform Act, when the borough boundaries were previously settled, it seems strange that no extension of the kind should have been made before. This was not for want of enterprise on the part of the Corporation. Three several times—in 1856, in 1880, and again in 1890—the Council had promoted Bills in Parliament for the purpose. But not until this year (1895) was it found possible to overcome or circumvent the difficulties which always and inevitably arise when proposed re-arrangements of boundary involve also changes in the incidence of rates, alterations in old habits, and an indefinite prospect of increased responsibilities. Now that these difficulties were at length overcome, the area and population of a first-rate town were added to the city. Twelve new wards were formed, and the number of members in the Council was increased from 64 to 112, of whom 28 were Aldermen. The event was signalised by a departure from modern custom in the election of Mayor. The Council went outside their own number, Extension of municipal boundaries.

1895. and unanimously conferred the honourable office upon the Right Hon. Frederic Arthur, 16th Earl of Derby. It was a happy thought thus to revive an ancient association between a historic borough and a historic family. Lord Derby showed his appreciation of the compliment by his genial acceptance.

1896. New Cotton Exchange. On January 4th, 1896, a new Cotton Exchange was opened, to the great satisfaction of what may be called Liverpool's staple trade. The "Exchange Flags" had long been known all over the world as the "place where merchants most do congregate" in the renowned seaport. The famous area was not only distinguished by the amount of business done thereon, but on all occasions of visits made by royal guests or specially illustrious statesmen, it was crowded by citizens who expected the appearance of their visitor at a window of the Town Hall overlooking the area. Candidates for Parliament were always expected to visit "the Flags." And prominent politicians, when visiting the town, would often be brought there by their local friends and introduced to the leading merchants. But changing times bring changes of custom. Little by little "the Flags" began to be deserted. The climate of our country, whatever its charms, can hardly be considered favourable to daily business in the open air. The diminished colonnades of the new Exchange Buildings did not afford the same shelter as those of the former Exchange. The important cotton trade needed a special place of meeting for itself. The Cotton Association therefore showed an enterprising spirit by meeting the manifest want. A portion of Brown's Buildings, of which Sir James Picton had been the architect, was adapted to the purpose.

Electric Supply. In the course of this year the Corporation completed negotiations for the purchase of the business, property, rights, and powers of the Liverpool Electric Supply Co. Limited. The price paid was £400,000, and the transfer took place on July 1st.

British Association. In September, 1896, the British Association for the Advancement of Science held its annual meetings for the fourth time in Liverpool. Sir Joseph Lister—afterwards Lord Lister—was the President. His services to humanity in the origination and development of the

antiseptic treatment of wounds and surgical operations gave a special interest to his address, which was delivered in the Philharmonic Hall. A conversazione was held at the Town Hall, to which 3,000 invitations were issued by the Lord Mayor. The gathering of members and associates was one of the largest ever known. 1896.

The Northern Hospital, in Great Howard Street, had for some time been felt to be inadequate to the requirements of a rapidly increasing population. By a happy concurrence of philanthropy and businesslike energy placed at the service of the Hospital Committee, the latter were enabled this year (1896) to open a new, larger, and much more commodious building on a site close to the old building. Mr. B. W. Levy and Mr. J. Cohen, well known in Australia, had received under the will of the deceased Mr. David Lewis, a bequest of a large sum of money—some £350,000—in trust, to be devoted to the benefit of the poor in Liverpool and Manchester. Those gentlemen wisely resolved that an amount of £60.000 would be well spent towards the renewal and enlargement of the Hospital. Meantime, Major Walker, keeping his own counsel, gradually bought up with his own money, and as though on his own account, the desired land over an area of 12 000 yards, and then handed it over to the Hospital Committee. The new building erected thereon accommodates 220 beds, and includes a home for nurses, besides lecture rooms and everything necessary to a well equipped hospital. The opening ceremony was performed by the Countess of Derby as Lady Mayoress.

David Lewis bequest.

Extension of Northern Hospital.

The closing years of the 19th century witnessed a remarkable and rapid development of University College. It may be convenient to summarise here a story which is honourable to the city, to the authorities of the college, and to several distinguished benefactors.

University College.

As in almost all foundations of the century, what may be called the modern side, the chemical, physical and medical departments have assumed a proportionate importance which to the old schoolmen was inconceivable. Already in 1886 the imperfect buildings then achieved had been enriched by chemical laboratories, together with a lecture theatre and supplementary rooms. All

1896. available appliances of the most advanced chemical practice of the time were provided. In 1896 large additions were made to this section of the college. They completed the Brownlow Street frontage. The new section included a large laboratory, 60 ft. by 32 ft., with benches fitted up for 44 advanced students. In the basement an additional lecture room, a preparation room, and a gas analysis room were provided. Other new buildings contained a metallurgical laboratory with furnaces, and various other subsidiary chambers. The William Gossage Laboratories, comprising the chemical section of these improvements, were given jointly by Mr. F. H. Gossage and Mr. T. Sutton Timmis at a cost of £7,000. The opening ceremony took place on December 12th, under the presidency of the Earl of Derby, who was supported by the Lord Mayor, Ald. Thomas Hughes. In 1898 the College was still further enriched through the munificence of the Rev. Samuel Ashton Thompson-Yates, by Pathological and Physiological Laboratories. They were opened by Lord Lister on October 8th, in the presence of the Chancellor of Victoria University, Earl Spencer, Professor Virchow, of Berlin, the Earl of Derby, and the Lord Mayor of Liverpool.

W. T. Best. Recurring to the year 1896, on October 20th of that year, a bust of Mr. W. T. Best, the famous organist of St. George's Hall, was unveiled on the scene of the triumphs of his genius by the Earl of Derby as Lord Mayor. He first instituted those weekly recitals which have done so much to educate the multitude in musical taste.

Facilities for locomotion within the city area may date their most beneficent development from 1897, when negotiations for the purchase of the whole stock and Tramways. business of the Tramways and Omnibus Company by the Corporation were completed. It was not until September 1st that the actual transfer took place, but the agreement was made early in the year. The price was £567,375, or at the rate of £12 15s. per £10 share. The expediency of municipal trading is often disputed. But anyone familiar with the immense improvements made in Liverpool street traffic since that date, and

observing the great advantages conferred on the poorest citizens to whom time is money, and the fatigue of walking a waste of energy, will at least acknowledge that there are some things which municipal enterprise can do thoroughly well, and perhaps better than any company formed for pecuniary gain. The trams were no sooner purchased than the substitution of electricity for horse traction was resolved upon. After much discussion the system of overhead wires was preferred. 1896.

The year 1897, bringing with it the 60th anniversary of Queen Victoria's accession to the throne, was anticipated and honoured in Liverpool by well-considered movements for combining genuine loyalty with the "enthusiasm of humanity." Prominent amongst these movements was the development of a scheme conceived by Mr. William Rathbone some time before the idea of a royal corps of nurses was promulgated, for putting the Nurses' Institutions of the city upon a permanent basis, and extending their operations so as to bring trained nurses within the reach of all the sick poor. At a public meeting, called on March 22nd by the Lord Mayor, the Right Hon. Thomas Hughes, to arrange for the commemoration of the Diamond Jubilee, it was decided that no better permanent memorial could be devised than the promotion of this scheme and the achievement of its benevolent purpose. 1897. Trained Nurses.

In the meantime the terrible famine prevailing in India reminded the public that the expansion and consolidation of empire, commonly considered one of the chief glories of the Queen's great reign, brought with it responsibilities appealing to the conscience of an imperial race. At the beginning of the year, on January 11th, the Lord Mayor, in a public meeting at the Town Hall, inaugurated a relief fund. At a time when enthusiasm and expenditure were naturally attracted by more local and immediate expressions of the general joy, it is creditable to the Liverpool community that a sum of £26,315 was subscribed within six months. Indian Famine Fund.

On June 12th the Colonial Premiers, who had arrived in England to join in the imperial celebration, visited Liverpool in company with the Duke of Devonshire, President of the British Empire League. They attended Colonial Premiers.

1897. a special meeting of the Chamber of Commerce in St. George's Hall; and there was afterwards a reception at the Town Hall. In the evening a banquet was given in the Philharmonic Hall by the President and members of the Chamber of Commerce.

On June 20th a historic Thanksgiving Service was celebrated in the Pro-Cathedral of St. Peter. It was attended by the Lord Mayor and Corporation in state; and the Bishop of the Diocese (Dr. J. C. Ryle) preached a sermon on the religious and moral suggestions of so great an anniversary.

Diamond Jubilee. On the Diamond Jubilee day—sixty years after that 22nd June, 1837, when, as recorded in these Memorials, Queen Victoria was proclaimed in front of the Town Hall before a crowd of "between two and three thousand persons"[1]—an enormously greater city of Liverpool sent forth into its streets some 600,000 people to rejoice over the marvellous history that had been unfolded between that day and this. It was natural that the Trades Unions and Friendly Societies, who owed so much of their freedom of organisation to the legislation of this reign, should be conspicuous with their procession of 15,000, enlivened by 18 bands of musicians. The Botanic Gardens, which at the beginning of the reign had been the limited enterprise of a private society, had now become a considerable public park, which entertained a garden party of several thousands invited by the Lord Mayor. St. George's Hall, on a site which in 1837 was still encumbered with the ruins of the old Infirmary, now received in one of the most magnificent banqueting chambers of the world a thousand poor guests from all parts of the city to a happy feast in honour of the day. The larger parks, which hardly existed even in a rudimentary form sixty years before,[2] were the scenes of games and amusements for children. In St. Paul's Square the Lord Mayor distributed to all the children of the local charitable institutions a Jubilee medal struck by the Corporation. A juvenile procession was then formed to the Landing Stage. Little could the youngest Victorian subjects conceive the transformation that had been effected in the grand

[1] See vol. i., p. 478. [2] See vol. i., p. 484; vol. ii., p. 477.

estuary since their grandfathers in Castle Street had cheered the young Queen. But the few venerable onlookers, whose memories went back far enough, could not but recall the old pier head with its steep steps, the feeble old ferry steamers bumping at the bottom of them, the prevalence of sailing ships in the port, and the utter absence of ocean steamers; the rural woodland prospect across the river, where "Woodside" still justified its name, and Eastham had no foreboding of the ship canal. The contrast of such memories with the leviathan landing stage, the powerful ferry boats coming and going like bees, the mighty ocean steamers, the long array of dock and sea walls along the Cheshire side, and the great town of Birkenhead, with its suburbs here of squalid brick lanes and there of villas stretching away to Bidston and New Brighton, might not be altogether æsthetically pleasing, but it was pregnant with suggestions of the immense commercial and social progress made since 1837. 1897.

At the end of this year (1897) on December 26th, the last services were held in St. George's Church, Castle Street. Looking back to the previous history of the church as recorded in these Memorials,[1] the event has a touch of melancholy. To anyone looking up Lord Street, or taking his stand at either end of Castle Street, it would seem that, had the clearance of the area in the rear been financially possible, the whole city cannot show so commanding a cathedral site. But it was a Corporation church.[2] The attendance at the services did not seem to justify the expense, and it was held that an open space there would be a great municipal improvement. The end of St. George's Church.

On September 27th of this year (1898) the city had to lament the death of the Right Hon. Sir Arthur B. Forwood, Bart., M.P. for the Ormskirk Division. His distinguished public services have been repeatedly mentioned in these pages. To the honour of the name it may perhaps be said that his only rival in the value of his municipal work was his equally distinguished brother, Sir William. 1898. Death of Sir A. B. Forwood.

[1] See vol. i., p. 172; vol. ii., pp. 1-11.

[2] See vol. i., p. 463.

1898.

Death of Mr. Gladstone.

On May 19th the Right Hon. William Ewart Gladstone died at Hawarden Castle in his 89th year. This event, which moved the sympathies of the empire and of the world, had an interest for Liverpool wholly superior to any political feeling. The Rodney Street house where he was born in 1809 is always pointed out with pride by residents to their visitors when they pass that way. For though it is undoubtedly true that no city in the kingdom offered more formidable opposition to the policy of his later life, yet it is universally felt that his extraordinary natural gifts, his brilliant acquirements, and his world-wide fame as scholar, orator and statesman, made him perhaps the most distinguished son that Liverpool had ever sent into the world. The public feeling of his native town was manifested by two solemn memorial services held on May 28th, the day of his funeral—the one in St. Nicholas', affectionately known as "the Old Church," and the other in St. George's Hall. The Bishop of Liverpool officiated at the former service, which the Lord Mayor attended in state; and the distinguished Presbyterian Minister, the Rev. John Watson, conducted the latter service.

Closing of the Necropolis.

Under the Liverpool Corporation Act of this year (1898), the Necropolis Cemetery was closed against any further interments. Since the middle of the nineteenth century, owing to causes mentioned previously,[1] use had been limited to families already possessing graves there. The fact that when it was opened in 1825 it was expected to meet for an unlimited period the special needs which had led to its establishment[2] is an illustration of the incapacity of each generation to foresee the conditions of life and death amongst even its immediate successors.

Electric Tramways.

On November 14th, 1898, the system of Electric Tramways, the property of the Corporation, was inaugurated. It was soon found that in these tramways the public had acquired not only a speedy and convenient method of locomotion, but also a splendid property.

1899.

School of Commerce.

Early in 1899, on February 2nd, the Liverpool School of Commerce was opened by the Right Hon. James Bryce, M.P., who delivered an address in the Arts Theatre of University College.

[1] See vol. ii., p. 349. [2] See vol. i., p. 401.

1899.

The formal opening of the new General Post Office took place on July 19th. His Royal Highness the Duke of York, afterwards Prince of Wales, visited the city for the purpose. In the morning before the ceremony he visited the School-ship "Conway" and distributed prizes to the successful cadets.

New Post Office.

Agricultural Show.

The Royal Lancashire Agricultural Society held its Annual Show, commencing August 3rd, on the Wavertree Playing Grounds, which were now within the city. The Lord Mayor officiated at the opening. The Show ground occupied 44 acres, and the avenues between the exhibits measured 25 miles.

Steam Liners between Liverpool and Australia.

The inauguration of a direct monthly line of steamers between Liverpool and Australia carried the thoughts, if not the memories, of onlookers back to the year 1837, when Dr. Dionysius Lardner had declared steam traffic with America to be as impossible as steam traffic with the moon.[1] The enterprise was that of the White Star line, and the first steamer was the "Medic," which sailed on August 3rd. But the same company furnished a still more striking illustration of the rapid progress of navigation when they despatched across the Atlantic on September 6th, 1899, their new steamship "Oceanic," which in length exceeded even the premature and unfortunate "Great Eastern." From stem to stern she measured 705 feet. But in beam and depth her builders did not attempt to rival that notorious vessel. In addition to a crew of 434 men and boys, the "Oceanic" took 400 first class, 200 second class, and 1,000 steerage passengers.

"Oceanic."

The last year of the nineteenth century found the nation involved in a war of which the duration and cost was not at first anticipated. But, as is usually the case, the initial expenses operated as a momentary stimulus to various trades. Owing to the distance of the scene of conflict there was an enormous demand for sea-transport, and the shipping of Liverpool, as of all other British ports, profited largely.

1900.

The year afforded several proofs that the spirit of liberality did not lag behind the growth of wealth. On January 3rd it was announced that by the will of

[1] See vol. i., p. 486.

1900.

Bequest by H. F. Hornby.

Mr. Hugh Frederick Hornby, of Wavertree, recently deceased, his executors were directed to offer to the city his valuable collection of engravings and autographs, togethor with the whole of his Art library. A sum of £10,000 was also bequeathed to provide a building for the permanent reception of the collection.

Gift by W. P. Hartley.

On January 17th, a gift was announced by Mr. W. P. Hartley, of £12,000, to build a Botanical Museum for University College. On February 22nd, the Lord Mayor opened a new wing for out-patients in the Stanley Hospital. The whole cost of the addition was defrayed by the Trustees of the Roger Lyon-Jones Fund.

Decease of Bishop Ryle, and succession of Dr. Chavasse

The Right Rev. John Charles Ryle, the first Bishop of Liverpool, had been failing in strength for some time, and was deeply impressed with the duty of resigning so responsible an office, when in his own view he could no longer do it justice. He was careful that due arrangements should be made for the continuance of his work, and when satisfied on this point he resigned, his resignation taking effect on March 1st. The Rev. Francis James Chavasse, M.A., D.D., was appointed his successor. He was consecrated at York Cathedral on April 25th, 1900, and enthroned in the Pro-Cathedral of St. Peter's on May 31st. Soon afterwards, on June 10th, his predecessor, Dr. Ryle, having finished his earthly work, died at Lowestoft The change naturally re-awakened the regrets of devout churchmen, that so many years should have elapsed since the creation of the See without any decisive steps having been taken toward the erection of a Cathedral worthy of so important a spiritual metropolis. Now, however, the great enterprise was earnestly taken in hand. It was inevitable that there should be differences of opinion as to the site. But after much discussion, the position known early in last century as the "Mount Gardens,"[1] above St. James' Cemetery, was selected as offering on the whole the greatest combination of advantages.

Liverpool Consumption Hospital.

The new method of the open air treatment of consumption which had proved very successful at Nordrach and elsewhere did not fail to attract the attention of the Governors of the Liverpool Consumption

[1] See vol. ii., 262-3.

1900.

Hospital. By the philanthropic liberality of Lady Willox and Mr. W. P. Hartley, who together contributed a sum of £15,000, the means were provided for building a branch in Delamere Forest. The foundation stone was laid by the Earl of Derby on October 6th.

Welcome to Irish Volunteers.

On November 27th, 1900, Liverpool had an opportunity of showing the national appreciation of service on the fields of South Africa by welcoming home the "Service" Company of the 5th (Irish) Volunteer Battalion of the King's Liverpool Regiment. Captain Warwick Williams was in command of 134 men. The Company had been in several engagements, but they returned without the loss of a man either in action or by disease. They were entertained in St. George's Hall by the Lord Mayor on behalf of the city.

Entertainment of Canadian Volunteers.

The eagerness of our Colonies to help the motherland was perhaps specially appreciated in Liverpool on account of the intimate commercial relations between a great seaport and Greater Britain. At the end of the year, on December 10th, an opportunity for the reciprocation of patriotic sentiments was afforded by the embarkation on their homeward voyage of a detachment of Canadian volunteers who had served in South Africa. They were enthusiastically cheered on their passage through the city, and were entertained at luncheon in St. George's Hall by the Right Hon. Arthur Crosthwaite, Lord Mayor.

1901.

The end of a splendid reign.

The year 1901 was the beginning not only of a new century, but of a new era bright with hope but at first overshadowed by national mourning. The death of the venerable and beloved Queen Victoria was felt by all her subjects as a personal grief, and Liverpool shared to the full in the universal sorrow. On the day of the state funeral in London (February 2nd) a solemn procession of all the chief representatives of city life, of law and of learning, with the Bishop and the Lord Mayor conspicuous in its ranks, left the Town Hall and proceeded to the Pro-Cathedral of St. Peter's, where a memorial service was held. In St. George's Hall at the same time the Nonconformists were assembled, and the Rev. Robert Lewis, of Prince's Gate Baptist Chapel, delivered a funeral oration.

1901. Amid such signs of mourning the citizens had already gathered on the Exchange Flags (January 25th) to hear the proclamation of King Edward VII. read by the Lord Mayor from the balcony of the Town Hall.

The new era must await its chroniclers of a future generation. The pen of the present writer can but feebly represent the feelings of triumph in the past and faith in the future with which the now silent author of the *Memorials of Liverpool* would have greeted the coming age. In population, in commerce, and in all the arts that ennoble life, the city that he loved has made enormous progress since he left this world. The census of 1901 showed that the inhabitants numbered 684,947, an increase of 55,399 or 8·8 per cent. since 1891. If the populations of Bootle, Birkenhead, and Wallasey be added, the total is 907,041—certainly a larger population than can be found anywhere else outside London in the United Kingdom directly dependent upon the trade of one municipal centre.

Shipping Returns. The shipping returns for 1900, the last year which properly falls under our survey, showed that the number of vessels paying some or all dock and harbour rates was 24,870, their united tonnage 12,380,917 tons, and the total receipts by the Mersey Docks and Harbour Board, £1,127,990 5s. 6d. It will be seen that the average tonnage of each vessel was thus within a small fraction of 498 tons as compared with 428 in 1891. The returns for 1900 were slightly lower than for 1899, but substantially higher than in any other year of the nineteenth century. The analogy of the past, in which small diminutions have always been but the retreat of a weak wave soon overwhelmed by a billow of the advancing tide, gave reason for sanguine confidence.

Proposed University of Liverpool. The progress of learning, art, science, and general culture may fairly be assumed to be represented by the prosperity of University College, the result of a local demand for higher education, stimulated by the enterprise and generosity of Liverpool citizens. With the new century have arisen higher ambitions. The determination of Manchester to organise a University of her own, independent of a federation of scattered and loosely connected Colleges, naturally stirred the proper pride of

Liverpool. In the course of an appeal recently made for funds to expand the College into a University, a statement was made on the authority of the Lord Mayor that the property and endowments of the College—a much younger institution, of course, than Owens College, Manchester—amounted to £500,925. This sum was made up as follows:—Land and buildings, £251,550; endowments for maintenance, £20,275; endowments of chairs and lectureships, £186,300; day training college, hostel and endowments, £10,000. 1901.

It is clear, therefore, that the last words written in these volumes by their original author[1] have proved to be a prophecy as well as a prayer. The progress of Liverpool has not been limited to material prosperity, but has been even more distinguished by that devotion of wealth to "art and science, religion and morality, refinement and taste," which glorified commerce of old. May those whose duty it may be hereafter to continue these Memorials have equal cause to boast themselves as "citizens of no mean city!"

[1] See vol. i., p. 550.

CONTINUATION OF THE HISTORY OF THE DOCK ESTATE.

Policy of the Dock Board.

THE previous story of the Dock Estate concluded with a just eulogium on the "wisdom and foresight"[1] which had secured sufficient land along the northern foreshore of the estuary to provide for the new requirements created not only by the growth of commerce but by the increase in the size of ships. Allusion was also made to an Act obtained in 1873 to expend £4,100,000 on new docks. The works there described[2] as projected were successfully carried out; and on September 8th, 1881, the Prince of Wales visited the city for the purpose of opening the new docks. The presence of the Princess of Wales and of the three Princesses, her daughters, added greatly to the public pleasure. The glamour of Royalty has rarely shone upon a more splendid monument of municipal enterprise. The Mayor, Alderman W. B. Forwood, welcomed their Royal Highnesses at Newsham Park, where they arrived from Croxteth. They were escorted by a squadron of Hussars to the Landing Stage, and were then conducted on board the "Claughton" by the Chairman of the Dock Board, Mr. T. D. Hornby. H.M. ss. "Defence" and "Agincourt" lying in the river fired royal salutes. Arrived at the gates of the new Langton Dock the Prince of Wales landed, and started the hydraulic machinery by which the gates were thrown open. The handle which he had touched became detached from the lever, and was found to be a handsome hunting knife. The party than steamed into the adjoining dock, where a jewelled penknife was handed to the Princess of Wales with which she severed a cord, and a spray of champagne being sprinkled over the bows of the "Claughton" she named the dock the "Alexandra," while a vast concourse of spectators cheered with enthusiasm. The penknife was then fitted into the handle of a parasol, which was accepted by Her Royal Highness as a souvenir. Luncheon was served to 1,250

Opening of new North Docks.

[1] See vol. 1., p. 588. [2] See vol. 1., pp. 593-4.

guests in the North Dock Sheds, and the royal party drove away through Bootle to Croxteth. The weather was happily propitious, and the new docks could scarcely have had a happier or more splendid inauguration.

Langton Dock.

The Langton Dock received its name in memory of Mr. William Langton, who had served with distinguished success and popularity the office of Chairman of the Dock Board. Together with the Langton Branch Dock it has a water area of 21 acres 298 yards. In addition, the Langton Graving Docks and the new Alexandra Dock, with its three branches, have an area of 44 acres 1,251 yards. A notable feature of this addition to the port is the great northern basin with an area of over nine acres. This basin serves not only as an entrance to the new docks, but to the Huskisson, Canada, and Brocklebank Docks as well. In fact it links all of them together as one united system, a matter of no small importance when the exposed position is remembered. The entrance to the basin is 390 feet wide, and it is protected from the force of the sea by breakwaters. The new Alexandra Dock is one of the largest in the world, and was specially designed to comply with the conditions imposed by the constantly growing size of ocean going vessels.[1]

Alexandra Dock.

Hornby Dock.

The Hornby Dock, named in honour of Mr. T. D. Hornby, and opened in 1884, was the last to be completed of the northern series sanctioned by the Act of 1873. It is entered from the Alexandra Dock, and has a water area of 17½ acres.

Modern Appliances.

While so many lamentations are heard about the failure of our commercial men to appreciate the practical value of science, it is consolatory to note that in these docks, constructed more than twenty years ago, every well matured invention that modern discovery could offer for the facilitation of trade was welcomed. The entrances blazed with electric lights, the newest forms of "elevators" were employed, and numerous hydraulic cranes handled hundreds of tons as easily and rapidly as old appliances handled hundred-weights. Powerful machinery made two-storey sheds possible where needed, and this immensely increased the capacity of the quays.

[1] See vol. i., p. 594.

The new North Wall Lighthouse, near the Hornby Dock, was lighted up for the first time in October, 1877. It is a dioptric occulting light, showing one long and one short flash each half minute. North Wall Light.

Meantime the Birkenhead system of docks had not been neglected. What was known as the Low Water Basin there was converted into a Wet Dock by closing up its river entrance, and connecting it on the west with the Great Float. Sheds and blocks of warehouses for grain storage were constructed on its quays, and as the Wallasey Dock it was opened in July, 1877. Wallasey Dock.

The Act of 1873 sanctioned also certain dock extensions at the south end, as is briefly mentioned in the concluding words of the previous history of the Dock Estate in these Memorials.[1] These were smaller in extent, and were slower in process of construction than those at the north end. But for their purpose they were equally well adapted. The Herculaneum Dock, previously mentioned as "small in extent and devoted to nothing in particular," was enlarged under the above Act, and the sill lowered to 12 feet below the old dock sill. Accommodation for the coal trade received special attention here. A branch dock was added, and also a new graving dock 768 feet in length. Improvements at the South end. Herculaneum Dock.

To the east of the Brunswick Dock an inner branch was made specially for river craft. The southern portion was assigned to the use of the Midland Railway. The Harrington Dock to the north of the Herculaneum Dock was opened in 1883 with water space of more than nine acres. The Toxteth Dock, again to the north, was opened in 1888, with an area of over eleven acres. Between the Brunswick and Toxteth Docks a water passage only a little more than an acre in area received the name of the Union Dock, a title which might at the date of its opening (1889) have been suspected of a political import, but was fully justified by the purpose of the dock. Toxteth Dock.

All of these docks were provided with ample sheds, some of them double-storeyed, together with cranes of the most modern construction, capable of being moved about to suit the position of hatches. Altogether the extensions,

[1] See vol. i., p. 606.

carried out in accordance with the Act of 1873, added about 30 per cent. to the dock space of Liverpool, which, including the Birkenhead Docks, now amounted to about 500 acres.

Dredging.

Amongst the many and great improvements made in the port of Liverpool during the last quarter of the nineteenth century, not the least important was the removal of obstructions to navigation. In former times local authorities were generally opposed to any attempts at interference with the operations of nature in the tidal estuary and at the bar. That they were fully justified in resisting such enormous and ill-considered encroachments on the river as were proposed in the first scheme for the emergence of the Manchester Ship Canal into the estuary will scarcely be disputed now. But an experiment on a small scale in 1881 gave encouraging results which probably emboldened the guardians of the port to make a much more audacious innovation afterwards. Since the establishment of the enormous landing stage alongside the George's and Prince's Piers a sand bank, known as the Pluckington Bank, situated under the southern end of the stage, had considerably increased. The idea of bringing gigantic ocean liners alongside the stage was hardly dreamed of yet. But even the ferry steamers were sometimes incommoded. Necessity compelled invention, and a combined system of sluicing and dredging was brought to bear on the obstacle. The earlier reports of work done were unsatisfactory. But perseverance had its reward, and in the course of next year (1882) complete success was achieved, though, of course, periodical dredging is still required.

It may be convenient to mention here that a continuance of similar operations gave such a depth of water at the stage that when the Pier Head Station was opened in 1895 no difficulty was found in bringing the "Germanic" alongside the stage.

The Bar.

The bar at the mouth of the river was a far more formidable foe to tackle. Indeed, it had a sort of sacredness in the eyes of those familiar with it, and any attempt to disturb it was regarded almost as a presumptuous interference with the ways of Providence. But the rapid increase in the draught of ships and the

inconvenient delays caused to cargoes and passengers at last brought the authorities face to face with the alternative of either conquering the bar or losing trade. At the period when the issue was becoming acute the two channels mainly used by vessels were the Queen's Channel and the Rock Channel. Some interesting statistics obtained in 1897 by Sir George Nares, the Acting Conservator of the Mersey, showed that the number of vessels entering and leaving the port during one year was 48,777. Of these 42,604 had passed through the Queen's Channel, in the fairway of which the bar is formed. It has been said that the expostulations of our go-ahead kinsmen across the Atlantic had some effect in disturbing the conservative attitude of the authorities. If so, it is only one instance among many in recent times of a reflux of energy and enterprise from the new country to the old.

But however that may have been, operations were begun with powerful dredgers in the latter end of 1890. The sand scooped up was carried out to sea—far enough to prevent its return. As the effects were found to be salutary, the power of machinery was increased, and in the course of some five years 17,000,000 tons of sand were removed from the bar, besides nearly 5,000,000 tons from shoals in the Queen's Channel. In 1897 Admiral Nares reported that the depth of the water on the bar was 25 feet at low spring tides. That showed an increase of 5 feet in two years. The advantage of such a change to the commerce of the port is incalculable.

Enterprise of the Dock Board.

The records of Liverpool for some periods in the past have, perhaps, suggested regrets that the authorities of the time had no sufficient foresight of the future awaiting their town. But no such charge can fairly be brought against the Dock Board. Some hesitation there may have been occasionally to recognise the bewildering changes taking place in methods of commerce and the science of engineering. But such hesitation yielded to conviction, and the action of the Dock Board during the last quarter of the last century is, on the whole, a splendid record of enlightened management and of enterprise at once generous and economical. Large sums of money were readily spent wherever an obvious

benefit could be conferred on shipping. Docks were deepened, machinery improved, electric lighting largely substituted for gas, and greater facilities were given for communication on the line of the quays by the use of steam locomotives instead of horses on the dock tramway. The readiness of the Board to support the overhead electric line was a symptom ofthe same spirit.

Latest improvements.

In pursuance of the same enterprising policy, the Dock Board obtained in 1891 an Act enabling them to effect various important improvements in previously constructed docks. These improvements included the deepening of part of the Canada Basin, a new half-tide dock on the sites of Sandon Basin and of the Wellington Half-tide Dock, besides various alterations in river entrances, in locks and passages. A new Canada Branch Dock, with a water area of 7½ acres, was opened in 1896; and next to this was constructed a Graving Dock 925 feet 6 inches in length, with an entrance 94 feet wide and a sill 13 feet below the usual datum. It is hardly likely that the present or even the next generation will build vessels too large to be accommodated in this dock.

Ocean Landing Stage.

The great Landing Stage, reconstructed after the fire previously described,[1] was already found too short for the new uses to which it was put for purposes of ocean traffic. In 1896 it was lengthened by 400 feet, making 2,463 feet in all, and even this has been supplemented by a jetty at the north end measuring 350 feet. Waiting rooms for passengers, a new Customs examination room on a level with the Prince's Parade, and various convenient connections by covered ways, patent conveyors for luggage, and high level bridges adapted to the towering decks of ocean leviathans, have made this one of the most convenient and luxurious landing places in the world.

Provision for the future

The great extension of dock accommodation at the North End had hardly come into full use before a new and equally vast scheme of enlargement was felt to be necessitated by growing trade. Under the presidency of Mr. John Brancker the Board resolved to expend a further sum of £3,562,000 (1898 Act) on improvements both in the north and south. The design included

[1] See vol. i. pp. 599-600.

graving docks and extensive sheds. And in order to ensure that Liverpool should be well to the fore in provision for the astounding increase in the size of ocean steamers arrangements were made for the reception of vessels more than 100 feet longer than any then existing.

George's Dock.

The fate of George's Dock is not only an additional illustration of the politic enterprise of the Board, but also of the strange and unpredictable vicissitudes that occur in the growth of great cities. In an earlier passage of these Memorials[1] we learn that in 1762 the construction of that Dock was held to be of vital necessity. The building of the Goree Warehouses beside it, and the provision of an ample basin at its entrance, helped to constitute a feature which might well be expected to last as long as the port itself. But no one in those times could possibly have foreseen the ferry and coast traffic. Still less could anyone have dreamed that several times in a week great ocean ships would be receiving their passengers from a huge landing stage a few hundred yards away. The result of such unlooked for developments was to concentrate immediately round the dock and basin an ever growing stream of carriages and foot passengers hurrying on various destinations as near as Birkenhead or as far away as Chicago. The inconvenience was such that the Corporation, which in 1762-5 had given the land for the dock, now sought to buy it back at any reasonable price. The basin was filled up when the Landing Stage was made, only sufficient water being reserved to float the low level approach to the stage. But even the ample esplanade thus obtained was insufficient for the traffic, and it was felt that the dock must go.

As usual in such cases there were long and, for a while, fruitless negotiations. Both the Dock Board and the Corporation represented practically the same, or at least inseparable, public interests. Some may innocently suppose that had the Corporation received back freely the land they had freely given, the difference to the public as dock users would have been made up to the same public as ratepayers. But, perhaps, this is a Utopian view of municipal business, and, practically, the same equal distribution of benefit was secured by the

[1] See vol. i., p. 557.

payment on the part of the Corporation to the Dock Board of the half-million sterling awarded on arbitration.

A vision that failed.

On July 31st, 1900, the water was run out of the dock, and works were begun which have now made the space between the river on the west, and St. Nicholas' Church with Tower Buildings and Goree on the east, one of the finest esplanades in the world. It is impossible to leave the subject without adverting for a moment to a dream—poetic certainly, if not practical—of the Very Reverend Dean of Ely (Rev. Charles W. Stubbs), formerly Rector of Wavertree. When the controversy as to the Cathedral site was beginning, he urged, with much eloquence, that this grand esplanade was the true position. There the Cathedral of "St. Peter at the Port" would have presented not only a land-mark, but a sign of the way to heaven for every mariner returning, thankful for safety on the deep. The words of the Psalmist, "then are they glad because they be quiet; so He bringeth them to their desired haven," would have come very close to the hearts of men who, "after toil and storm," saw from the conquered bar, safely passed, the pinnacles of a great cathedral pointing to God.

Manchester Ship Canal.

The creation of the Manchester Ship Canal is perhaps scarcely a part of the history of Liverpool. But its connection with the fortunes of the estuary and the port are too obvious to allow us to ignore it. The event gives us a fresh illustration of the proverb that "nothing happens except the unexpected." For had sinister prophecies been fulfilled a considerable amount of the Liverpool dock area would now be useless. The statistics given elsewhere show how utterly different is the actual state of the case. Whether all the bright expectations of the new seaport will be fulfilled it is yet too soon to judge. But at least it may be cordially acknowledged that never did public spirit and intelligent enterprise better deserve success,

Many years had passed since Manchester had begun to be a trading rather than a manufacturing centre. And as that process went on the constantly increasing need for freer and cheaper communication with sources of supply and markets tended to make railway charges and limitations insupportable. Men of courageous enterprise

have never been wanting in times of Manchester's need. When Mr. Daniel Adamson, on June 27th, 1882, convened a meeting at his own house, The Towers, Didsbury, to afford merchants, manufacturers, and others an opportunity of considering the possibility of breaking the bonds that they believed to be strangling their city, it was evident that delay of action had brought feeling very near the explosive point. A provisional committee to mature a scheme for a Ship Canal was appointed, and in August a first inspection of the proposed route was made.

The project was at once endorsed by public enthusiasm. Trades unions, chambers of commerce, town's meetings, both in Manchester and Salford, and mass meetings of various orders hailed it as a promise of earthly salvation of all alike. Never for a moment was there a difficulty about money, either for preliminary expenses, Parliamentary deposit, or the acceptance of shares. Manchester men have a historic reputation for magnificent ideas as to the higher uses of wealth. A population which, from the early days of Cobden to the times of Chancellor Christie, has made generous sacrifices for the liberation of trade, and for the promotion of learning, art and culture, was not likely to stint expenditure when its own future was believed to be at stake. Accordingly the necessary Bill was brought into the House of Commons and, notwithstanding a difficulty about the Standing Orders, was passed through Committee on July 6th, 1883.

First plans rejected by Parliament.

Meanwhile, all the special interests, really or imaginably, affected by the project, opposed it with all the forces they could command. The first plans, including two long training walls to extend some distance into the estuary from Runcorn Gap, excited a very reasonable alarm on account of their probable effects on the tidal river and the bar. On this point, happily, scientific evidence was decisive, showing that the body of tidal water gathered up into the broad upper reaches of the estuary would probably be diminished, and the returning scour through the narrow neck at the northern outflow would be decreased.

The House of Commons Committee, over which Sir Joseph Bailey presided, could not fairly be suspected of

partiality in regard to any interests affected, and the decision at which they arrived was a curious compromise. No plans of the proposed training walls had been laid before them, and it was felt that the scheme could not be definitely approved until all details as to this most important part of it had been given; but in their anxiety to give every facility to the municipal enterprise of Manchester they were unwilling to reject the Bill. They, therefore, passed it on condition that no work should be done upon the canal until the plans for the passage through the estuary had been approved in a future session. Under these circumstances the immediate rejection of the Bill by the House of Lords imposed no real delay.

Modified plans passed.

In the following year (1884) a Bill for practically the same scheme, but supplemented by full particulars of training walls ten miles in length, extending from Runcorn to a point opposite Garston, was brought into the Upper House. This time the Select Committee of the Lords passed it, though only by a majority of one, and against the judgment of the Duke of Richmond, who presided. It is hardly matter for surprise that when the Bill came down to the Commons a committee of more practical men unanimously decided against it. But neither of these rebuffs had the slightest effect on Manchester's determination. It was, however, a determination distinguished from obstinacy by an endeavour to realize the force of objections, and a readiness to meet them by modifications of plan. The dangerous training walls were surrendered. The entrance to the canal was removed to Eastham, an alteration which at once disarmed, if it did not altogether silence, Liverpool opposition. Considerable alterations were also made in the course of the Canal between Manchester and Runcorn, which, however, did not affect Liverpool. Finally, on condition of concessions to Ellesmere Port, the purchase of the Bridgewater Canal, and modifications in financial arrangements, the Bill was passed, and received the royal assent on August 6th, 1885.

Progress of the work.

The preliminary operations required before actually commencing so great a work necessarily took up some time; but local patriotism overcame all difficulties, and

the first sod was cut at Eastham, on November 11th, 1887, by Lord Egerton of Tatton, the Chairman of the Company. The premature decease of the contractor, Mr. T. A. Walker, in November, 1889, led to the determination of the contract; and the Company took over the works and plant from the executors in 1890. It was soon found that the share capital would be far from sufficient to complete the work, and with the hearty approval of public opinion in Manchester the Corporation of that city obtained power from Parliament to provide the Company with a mortgage loan of £3,000,000. This amount was afterwards supplemented by £2,000,000 more in 1892, and by smaller sums from Salford and other towns. Only a very small portion of the interest on their loans has yet been paid; but the prevalent feeling in Manchester and the neighbourhood was, and apparently still is, that the advantage of direct commerce with foreign parts will in the end more than compensate for the burden thus imposed on the rates.

Opening by Queen Victoria.

Water was admitted, on July 2nd, 1891, to the Eastham Locks, which form the entrance from the Mersey to the canal. Traffic was opened to Ellesmere Port in the same month. On December 7th, 1893, the Directors were able to travel by water along the whole length of the canal. At the beginning of 1894, 71 vessels entered the Manchester Docks, and on May 21st of the same year the venerable sovereign of the realm endorsed, by her august presence at the formal opening, the national importance of a work, conspicuous even amongst the unparalled miracles of engineering, which made the victories of peace in her reign more glorious than those of war.

The Mersey Tunnel.

On January 20th, 1886, the Mersey Tunnel Railway was ceremoniously opened by the Prince of Wales. The project thus realised is twice mentioned in previous portions of this work.[1] We may here conveniently summarise its story since the last reference to it in the concluding pages of the second edition. At the date of that reference (1875) three years had already elapsed since the inception of the work. But so little had been accomplished, that the author of the Memorials

[1] See vol. i., pp. 392 and 538.

could only rest his faith in its future achievement on his estimate of its necessity. "The evils to be remedied," he wrote, "and the advantages to be gained are too serious to be ignored for all time to come." The difficulties of reconciling railway interests had not been overcome. Nor, indeed, are they overcome yet. However, an Act of Parliament had been obtained by a tentative company so far back as 1866, and at the period with which we are now dealing, Mr. James Brunlees and and Mr. C. Douglas Fox were the engineers. In 1879 the company made a contract with Major Isaac for the construction of a driftway under the river bed. But it was not until 1881 that the company which actually did the work was effectively organised on a permanent basis and enabled to make a public issue of share capital. The boring of the actual tunnel was begun in the spring of 1883, and in 1886 a formal opening was possible.

The subfluvial portion of the work is 1,250 yards in length, extending from a point opposite James Street to the other side of the estuary. The crown of the tunnel vault is 30 feet below the river bed. The height of the tunnel is 21 feet and its breadth 26 feet. The sustaining walls and inverts are from 2 feet 3 inches to 3 feet in thickness. On the Liverpool side the tunnel ascends by a steep incline of 1 in 31 to James Street Station and thence by a more moderate gradient to the corner of Bold Street, where it is 28 feet below the street level. On the Birkenhead side the tunnel rises to a station under Hamilton Square and thence runs upward till it comes out at Rock Ferry on the level of the Chester and Birkenhead line. The total length is 4½ miles, and it is estimated to have cost £450,000. per mile. If it had been allowed to do the work which should properly fall on such a link in Mr. Gladstone's imagined scheme of direct connection between Liverpool, North Wales, and the Severn Valley, it would have been very cheap indeed at the price. But limited, as it is, to merely suburban traffic with the residential districts of Wirral, it can hardly be said to have justified its cost as yet. Like the historian of Liverpool, we have still to content ourselves with faith in a greater future.

THE STORY OF VYRNWY.

An instructive retrospect

THERE is perhaps no city in the world better supplied with water than Liverpool. But this happy condition was achieved only after many years of vehement controversy. The issue lay between cheap local wells and an expensive supply from distant uplands. But even to the most enlightened and enterprising of Liverpool citizens the decision was not so easy as it may seem at the present day from this mode of stating the case. In fact there was a great deal to be said on both sides, and the story of the dispute, together with its final issue, may perhaps be instructive to any who may hereafter have to do with the sort of differential calculus involved in reckoning out the ratios of accelerating demand and supply, where a swiftly growing population is dependent upon local resources of indefinite but not illimitable quantity.

Sandstone wells.

The new red sandstone on which Liverpool stands is permeated everywhere by water gathered on a wide watershed. At a time when this watershed was wholly rural it was almost impossible to sink a well anywhere within it to any considerable depth without tapping water in apparently inexhaustible abundance. It was inconveniently hard for many purposes; but it was bright and sparkling, and by the inhabitants generally it was thought excellent water for drinking. In the topographical description of Hotham Street [1] Sir James Picton has given an account of the discussion that arose in 1846 when public opinion began to insist that the function of supplying of water should be transferred from private enterprise to the municipal authorities. The author of the Memorials was during that controversy a candidate for election to the Town Concil, and both as a candidate and as a representative of Lime Street Ward he held that no sufficient proof had been given of any need for

[1] See vol. ii., pp. 195-199.

The "Pike" controversy.

going further afield than the sandstone foundations of the town. There were in those days so many of his opinion that, as is related in the above quoted chapter, they secured a majority on the Council in 1850, and were only just too late to arrest the Rivington Pike scheme. After the lapse of half a century it is easy to see their mistake. But at the time they had very good reason for hesitating to look abroad when they had apparently exhaustless fountains under their feet.

The population of the half watershed eastward of the Mersey estuary is now probably four or five times as great as it was in 1846. This increase tends in two ways to lower the level of available water in the rock, firstly by the enormous demands constantly made upon it, and next by the extension of drainage works which intercept surface waters and hurry them to the sea, thus diminishing the supply of the wells. It is not to be supposed that the "Anti-Pike" party expected the population to be stationary. But they under-estimated both the rapidity of its growth and the speed with which it would affect the water supply. Still less did they, or indeed anyone else at that time, anticipate the competition which would spring up among great towns for the possession of water treasures in upland regions. Otherwise they would have felt the necessity for "pegging out claims" in good time.

Threatened water famine.

Between the years 1856 and 1864 the daily consumption of water increased from 6,000,000 gallons to 16,000,000. In the latter year an abnormal drought threatened a water famine. The succeeding year brought little relief. The hours of service were reduced until at length, in September, 1865, the water was turned on for only two hours daily, and the Rivington reservoirs were said to retain only a ten days' supply. What made the prospect more formidable was that the demand for water increased much more rapidly than the population. For while the number of tenants using the public water supply had increased 35 per cent., the quantity of water used had increased at more than four times that rate. The immediate difficulty was partly met by buying off compensation water, by providing an additional reservoir at Rivington, and by constructing two new filter beds.

Wells exhausted.

These remedies, and particularly the construction and filling of the new Reservoir, required time; and meanwhile the need was urgent. The water engineer, Mr. Duncan, was therefore requested to try once more the local fountains of the rock, and some new bore-holes were made and a well was sunk at Dudlow Lane, Wavertree, with considerable success. But, unfortunately, there were indications that even the gushing rock was not inexhaustible. At Bootle the new borings were evidently borrowing from the old ones, and notably lessening the supply of the latter. Mr. Duncan had reported that though undoubtedly more water might for a time be extorted by fresh wells and tunnels, such an increase could not be permanent. He added, that if he were asked how soon it would be necessary to seek a fresh source of supply his reply must be that the time had already come. The advocates of the rock water were now finally convinced that they had been over-sanguine. And in the year 1880 Alderman Bennett, one of the most enterprising, enthusiastic, and devoted of them, retired from the Council. So confident had he been of the sufficiency of the sandstone supply that he was always willing to provide, at his own cost, for expensive experiments. But he could not prevent the exhaustion of the old treasure-house by the changed conditions at the time.

Bala Lake.

So long ago as 1846 Mr.—afterwards Sir Robert—Rawlinson had suggested Bala Lake as the proper source of supply for Liverpool. But at that period the idea seemed too daring, and the suggestion fell dead. It was revived in 1866 by Mr. Duncan, who had been commissioned to report on the possibility of a complete scheme for a gravitation supply adequate not only for present but for prospective needs. At that time, however, a Royal Commission was engaged on an enquiry into the whole subject of the national water supply; and with that pathetic British faith in Royal Commissions, which invariable disappointment seems never to diminish, the Council resolved to wait in hope. Mr. Duncan's honourable career was terminated by death in 1868, and he was succeeded by Mr. Deacon, who soon proved himself fully equal to the serious problem before him. Supported by

Mr. J. H. Wilson, the Chairman of the Water Committee, he succeeeded in economising hitherto wasted water to such an extent that not only was a constant service restored and maintained, but the amount used was actually reduced without stinting anyone.

Lake District suggested.

Neither the chairman nor the engineer, however, was under any illusion as to the temporary nature of this remedy. In November, 1873, Mr. Wilson obtained the appointment of a fresh sub-committee, and the latter obtained a report from Mr. Jackson, of Bolton, who on the death of Mr. Duncan had been engaged to superintend the construction of the new Yarrow reservoir at Rivington. After examining Ullswater and Haweswater Lakes, the head waters of several rivers, and also Bala Lake, that engineer recommended the impounding of the head waters of two streams, the Brock and Calder, in the moorlands between Preston and Lancaster.

Being favourably impressed with this scheme, the Corporation commenced negotiations for the purchase of the necessary rights, obtained analyses of the water, and made borings to test foundations for the proposed embankments. The analyses were not satisfactory, and there was considerable uncertainty as to the possibility of securing a good foundation. The project was, therefore, abandoned.

Windermere.

The Water Committee then turned their attention to Windermere, the largest of the English lakes. Such a source, would, of course, have been inexhaustible. Indeed, the demands of Liverpool would not have been large enough to injure the lake or to encroach on any valuable water rights of the locality. For it was not intended to abandon Rivington, nor at that time, to close the local wells. From these two sources 17,000,000 gallons a day were already secured, and supposing consumers to increase at some future period to 750,000, it would only need five-and-a-half-million gallons additional to give every one of them thirty gallons a day. Unfortunately, however, the level of Windermere was not sufficiently high to send its water to Liverpool by gravitation alone. The interposition of pumping stations would cause heavy and permanent expense, while the drainage also suggested grave difficulties.

The next source suggested was Haweswater, a smaller and more distant lake, north of Shap Fell; but before any report could be matured on this new proposal, the simple and obvious solution of the whole problem suddenly leaped to view. Toward the north-west of Montgomeryshire, at some 50 miles in a direct line from Liverpool, there is a tract of rough mountain land divided into narrow glens by ridges of rock. Down one of these the stream of Vyrnwy finds its way on its path towards the Severn. The glen lies at a height of 750 feet above the mean sea level. The sources are perennial, and the nature of the water-shed assures purity. The glen had already attracted the attention of Mr. Bateman, who in 1865 had proposed to dam up the stream as one amongst a number of mountain reservoirs in a great scheme of water supply for London. But London being then denied the privilege of home rule, granted to every other great town in the country, was destined to remain for another generation dependent on private enterprise. Not long afterwards the *Liverpool Daily Post* mentioned Vyrnwy as the proper source of supply for Liverpool; and when Windermere was found impracticable, the special sub-committee with Mr. Deacon, the new engineer, visited the district and the latter was instructed to draw up a report showing the comparative advantages of the Vyrnwy Valley and Haweswater Lake. The conclusion to which he came was that the Welsh valley would give quite as good water as Haweswater in amply sufficient quantity, while the necessary works would cost less. Opinions were then obtained from Mr. Bateman and Mr. Hawksley, the two most eminent water engineers of the day, while Professor Frankland made careful analyses of the water. The only doubt suggested was whether in times of flood there would not be some discolouration from the circumjacent peat bogs. But Mr. Deacon showed that the objection could not possibly apply to the scheme he had in view. For he intended to create a great lake which could be fully protected against contamination, and in which the vast body of water contained would constantly clarify itself by gravitation. Vyrnwy Valley

On July 30th, 1879, the Water Committee presented

Vyrnwy adopted.

a report to the Council strongly recommending the adoption of the Vyrnwy scheme; and this recommendation was adopted by 36 votes to 8. But before application could be made for the requisite Parliamentary powers there were still some difficulties to be surmounted. On October 6th a proposal to promote a Bill for that purpose was carried in the Council by the majority required under the Borough Funds Act. But on being referred, in accordance with law, to a meeting of property owners and ratepayers the proposal was negatived. A poll, however, was demanded, and for once the "referendum" was favourable to enlightened enterprise. For a large majority of the constituency agreed with the Council, and the supply of water from Vyrnwy was thus finally adopted.

The Bill in Parliament.

The task of pushing the Bill through Parliament was no light one. To take water from one of the sources of a great river and to convey it quite out of its natural course across 70 miles of a country, permeated by railways and canals and dotted with considerable towns, was an enterprise sure to awaken many jealousies and fears. The Severn Commissioners were bound to oppose, or at least to keep a very watchful eye on the scheme. It is easy to understand also that inland navigation companies whose supply of water might be affected felt it necessary to assume a hostile attitude, and that the towns on the route or interested in Severn waters would stand on their guard.

Parliamentary Committee.

The Select Committee appointed on June 1st, 1880, by the House of Commons to consider the Bill consisted of Messrs. Sclater-Booth (Chairman), Stevenson, George Pease, McLagan, Knowles, Ewart, Blennerhasset, Freemantle, and Sir John Lubbock. The case of the Corporation was conducted by Sir Edmund Beckett, Q.C. From the first the Committee were evidently favourable if satisfactory reasons could be given for going so far afield when apparently a more obvious source of supply might have been secured in Bala Lake or Haweswater, or in partnership with Manchester in Thirlmere. Sir John Lubbock, who has always shown an enlightened appreciation of the municipal needs of Greater London, betrayed some apprehension lest the Metropolis should

be forestalled in its designs on the water treasures of Wales. But Sir Edmund Beckett, through such competent witnesses as Mr. Anthony Bower, at that time chairman of the Corporation New Works Sub-Water Committee, Mr. J. H. Wilson, Mr. Thomas Hawksley, and Sir Frederic Bramwell, had no difficulty in satisfying the Committee that Vyrnwy would be more advantageous to Liverpool, and would involve no real loss to London or any other great centre of population.

It was proved that interference with the Dee which flows from Bala by Corwen and Llangollen to Chester would provoke amongst the various interests involved much more legitimate opposition than the impounding of hitherto unappropriated water. It was also shown that Manchester was not likely to have sufficient water to spare from Thirlmere; and that the Haweswater scheme would have been much more expensive than Vyrnwy. The reasonable demands of towns on the route from Vyrnwy, such as Oswestry, Widnes, Warrington, and St. Helens, were generously met. Sir John Lubbock endeavoured to fortify the claims of London by the possible future needs of Birmingham, Bristol, and other cities having a presumptive claim to the head-waters of the Severn. But a draft report presented by him deferring a decision until more evidence had been obtained on these points was defeated by six to two, and the preamble of the Bill was shortly afterwards passed. The Bill itself received the Royal assent on August 6th, 1880, and on September 7th following the engineers were instructed to commence work. The Bill Passed.

It would be beyond the scope of our present purpose to describe the progress of construction which required years for its completion, but a brief record of its inauguration and an account of the finished work may be expected. As already intimated the main idea of the scheme was the creation of a large lake by erecting a huge dam across a narrow valley. Nearly a year was spent in preliminary works before any suitable opportunity could be afforded for an inaugural ceremony. This was appropriately found in the laying of a memorial stone of the dam; and on July 14th, 1881, the Earl of Powis, on the invitation of the Mayor and Memorial Stone.

Corporation, performed this honourable task. The weather was very propitious, and the reports of the time show that the observance was worthy of the occasion. The following paragraphs are from the *Liverpool Daily Post* of July 15th, 1881 :—

The guests of the Corporation left the Landing Stage yesterday morning at half-past eight o'clock, and proceeded *via* Chester to the village of Llanfyllin, whence they were conveyed in open vehicles, a drive of nearly ten miles, to the valley which the Corporation are about to convert into a lake. The day was beautifully fine, and the drive, through a country of undulating verdure, gradually increasing in its mountainous aspects until the road sweeps precipitously into the natural Valley of the Banw, was one of the most enjoyable, notwithstanding the inconveniences of the heat and dust that had been experienced by most of the guests. The magnificence of the scenery elicited many enthusiastic expressions of admiration, and the journey will certainly be one of the most memorial in municipal history.

High up on the side of a steep declivity, almost directly over the doomed village of Llanwddyn (which is to be transplanted or submerged by the great waterworks), the side of a rock was excavated and the foundation-stone of the embankment—a ponderous slab of Welsh granite—was swung from a derrick over its resting place until it was lowered into position and set in its place by Lord Powis. The inscription on this stone was as follows :—

CORPORATION OF LIVERPOOL.
VYRNWY WATERWORKS.
THIS FIRST STONE WAS LAID ON THE 14TH JULY, 1881,
BY THE RIGHT HONOURABLE EDWARD JAMES THIRD EARL OF POWIS.
WILLIAM BOWER FORWOOD, MAYOR.
ANTHONY BOWER, CHAIRMAN OF THE WATER COMMITTEE.
THOMAS RIGBY, DEPUTY CHAIRMAN.
THE ACT OF PARLIAMENT AUTHORISING THE CONSTRUCTION OF THE VYRNWY WATERWORKS RECEIVED THE ROYAL ASSENT ON THE 6TH OF AUGUST, 1880.
THE LATE JOHN HAYS WILSON, CHAIRMAN OF THE WATER COMMITTEE
THOMAS HAWKSLEY, GEORGE FREDERICK DEACON, } Engineers.
JOSEPH RAYNER, Town Clerk.

The speeches during the ceremony and at the succeeding luncheon were worthy of the occasion, and well sustained the reputation which, as these Memorials show, the civic oratory of Liverpool has maintained for several generations. The Mayor, Mr. — afterwards Sir William — Forwood, in presenting the trowel and

mallet to the Earl of Powis claimed no more than justice for the city authorities when he said that the municipality "appreciated not only the necessities of the day, but had the foresight to provide for those of the distant future." Lord Powis, apparently unconscious of any play upon words, connected the recent bestowal of a Bishop on Liverpool with the blessing of this new water supply, and hoped that "the creation of the new See which has taken place will tend much to the moral welfare as well as the material comfort of the people." At the luncheon both the Mayor and Mr. Bower, the Chairman of the Water Committee, referred feelingly and with generous appreciation to the recent death of the late chairman, Mr. John Hays Wilson; and both dwelt upon the enthusiasm, energy, and enlightened foresight which that gentleman had devoted to this work for posterity.

The Great Dam.

The enterprise thus commenced required ten years for its completion. It was not until 1892 that the full tide of pure water was set flowing through all its channels. So far as can be judged at present the expectations of the designers of the scheme have been amply fulfilled. The dam across the valley is a gigantic work of masonry resting on a rocky foundation, and tied into the solid rock at either end. The length of the wall at the top, where there is a carriage way, is 1,165 feet. The height from the lowest part of the foundation is 161 feet. The depth of water backed up is 84 feet. The greatest thickness of the dam at its base is 120 feet, and the width of the roadway at the top is 19 feet 10 inches. The material used is a hard slaty stone belonging to the Lower Silurian system, and got from a quarry in the neighbourhood. The style of masonry adopted is akin to that of pre-historic "Cyclopean" walls, consisting of huge polygonal blocks that weigh from four to ten tons each. Every stone rests on a level bed; but at the ends and inner sides the irregular shape left interstices into which Portland cement concrete was rammed to a consistency of which the crushing resistance is 293 tons per square foot. Beneath the roadway at the top the dam is pierced by an arcade forming a striking architectural feature, and through these arches, eliptical in form, any overflow

water in times of flood slips easily away, splashing down the wall, the base of which is guarded by a massive stone apron against ice or storm waters. There are also two tunnels near either extremity of the base. These were used during the construction to divert the water of the river; but they are now closed by brickwork 18 feet in thickness, through which, however, pipes are laid that may be opened or closed from a chamber above. Through one of these pipes, 18 inches in diameter, the compensation water to the river is discharged. Other and larger pipes are brought into use only at certain intervals to fulfil the obligations imposed upon the Corporation during the progress of the Bill through Parliament. To meet the fears of the River Conservators and Fisheries Commission of the Severn, twelve hundred million gallons of water, in addition to the maintenance of the Vyrnwy stream, have to be sent down as "freshets" when required. To meet these demands the height of the dam had to be raised by five feet above the height originally intended.

The Water Tower and Aqueduct.

The overflow and sluices in the dam have nothing to do with the supply to Liverpool. This is otherwise provided for. At more than half-a-mile from the dam, and near the north side of the lake, a handsome tower rises out of fifty feet of water. Here the supply is collected by a system which makes it possible to take water from any desired level. Within the tower it passes through cylindrical screens of copper guaze having 14,400 meshes to the square inch. The straining of the water by these screens is so effective that, limpid though the flood appears, the gauze becomes covered with organic and inorganic particles. When such accumulations impede the water, however, an attendant, by means of a hydraulic engine, lifts the obstructed screen to an upper chamber, where it is cleansed. From the screens the water falls into a culvert below the bed of the lake, and thence into a tunnel. This tunnel, a little more than two miles long and seven feet in diameter, is driven through the north-eastern watershed into the Hirnant Valley. From this point the water is conveyed, by a course too long to describe, through a succession of pipes, tunnels, filter beds and reservoirs,

till it is discharged into the Prescot reservoirs, having a capacity of 78,000,000 gallons.

The crossing under the Mersey.

The only point at which any special engineering difficulties were encountered was the crossing under the bed of the Mersey near Norton.[1] In the interests of navigation the Board of Trade were empowered to determine the depth at which the Vyrnwy aqueduct was to pass under the river; and their decision made the construction of a deep level tunnel essential. Borings showed sandstone rock at a depth of 70 feet, and above that boulder clay covered by sand and gravel. The first intention, after the decision of the Board of Trade, was to carry the tunnel through the boulder clay. But the contractors met with water, and as they would not, without additional payment, employ compressed air and use a shield, the difficulties resulting led them to abandon their undertaking. New contractors undertook to run the tunnel at a higher level through the sand and gravel. They did use a shield, but not sufficiently effective, and they also abandoned the work when partly done, and the Corporation were compelled to finish it by "direct employment of labour." Their success was owing to a spirited use of scientific appliances then, perhaps, employed for the first time in work of this kind. Compressed air was used to drive the machinery, and by means of the pressure thus obtained, and by the improvements effected in the form of the shield, the work of tunnelling through the varying mixtures of sand and gravel under the river bed was successfully completed. The following is the description of this tunnel as given in the above-cited report:—

> The approach to the tunnel is by means of a circular vertical shaft on the Cheshire side of the Mersey, 52 feet in depth by 9 feet 9 inches internal diameter, lined with cast-iron rings. On the Lancashire side is a similar shaft, but 59 feet in depth, and between these shafts a tunnel 9 feet internal diameter and 800 feet in length. The tunnel is lined with cast-iron segments, built in position as the work advanced. The water is carried through by means of riveted steel tubes 32 inches diameter, laid on brick seatings. In the Lancashire shaft a hydraulic engine has been fixed, driven by pressure from the main pipe to pump away any water that may collect in the tunnel from leakages, and to empty the tunnel in the

[1] See Report of the Water Engineer, part i, p. 59, A.D. 1900.

event of any serious fracture occurring. The engine starts and stops automatically with the rise and fall of the water in the sump-hole. The tunnel has been made of sufficient capacity for only two out of the three intended instalments of Vyrnwy water.

Lake Vyrnwy has been designed to supply Liverpool with 40 million gallons of water per day. This is to be conveyed through an aqueduct to consist, for the most part, of a triple line of cast-iron pipes. Only one of these three lines of pipes has yet been laid, so that Liverpool is at the present time only receiving one-third of the full yield of the watershed. The laying of a second line of pipes was commenced in June of this year, and its completion is expected to occupy two or three years.

INDEX.

ABATTOIR Company, ii. 222
Abercromby Square, ii. 226, 230
Abinger, Baron, i. 468, 496
Academy of Painting, i. 208, 209, 255; ii. 120, 164-5
Ackers Common, i. 89
Ackers, Edward, i. 553
— Henry, i. 38, 46
— James, ii. 366
— Thomas, ii. 139
Ackers's Brewery, ii. 76
Acre House, ii. 340
Adair, Serjeant, i. 233
Adamson, Roger, ii. 361
— William, ii. 54
Addison Street, i. 204
Adelphi Bank, ii. 135
Adlington Street, ii. 122
Affonso (Brazilian Frigate), i. 506
African Company, i. 192
— (Ship), ii. 19
Aigburth, i. 484
Aikin, Dr., ii. 98, 110, 167
— Edmund, ii. 212
— James, i. 437, 438, 443, 519, 531, 534, 545; ii. 493, 497-8
— Mrs. James, ii. 228
— John, i. 510
Ainsdale, i. 9
Aitken, Rev. Robt., ii. 231
— Rev. W. H., ii. 232
Alabama (Confederate cruiser), i. 528
Albany, the, ii. 38
Albert, Prince, i. 488, 500, 509
— Dock, i. 500, 570, 602
— Statue, ii. 186
— Warehouses, i. 570
Albion Foundry, ii. 299
— Newspaper, ii. 18
Alcock and Rylance, ii. 357
Alderman, office of, i. 70, 77, 183
Aldermen, dismissal of, i. 108, 128
— First, i. 140
— Exclusive election, i. 495
Alderson, Baron, i. 496
Ale, local brewed, i. 197
Alert Packet, Shipwreck of, i. 385
Alexander, Rev. Dr. Lindsay, ii. 240
Alexandra Dock, opening, ii. 539-540
— Theatre, ii. 186
Alison, Richard, i. 283
Allan, Madame, i. 475
Allen, William, i. 399
Allerton, i. 484
— Hall, i. 184; ii. 269
Allington, Sir Giles (Member), i. 49
Almon, John, ii. 109
Alms Houses, i. 133; ii. 188-190, 196, 254
Alston, J. T., i. 416, 426
Ambrose, Peter, i. 103
America, war with, 1776-1783, i. 209 211, 212, 217, 224
— — — 1812, i. 294
— Disputes with, i. 285-287, 294, 321
— Civil War in, i. 527, 530
— — Excitement respecting, i. 527
Amoryson, John, ii. 63
Amphitheatre, i. 439, 499; ii. 173
Ancram, Earl of, i. 119
Anderson, Edward (Member), i. 72
— Rev. Hugh, ii. 239, 477
— T. D., i. 524; ii. 383
Anfield Cemetery, i. 514; ii. 414
Angier, Dr. Samuel, ii. 39
Anglo-Saxons, i. 5
Angus, Charles, trial of, ii. 207, 312
Ann Galkey (Ship) defence of, i. 180
Anson (Privateer) i. 187
Anti-Slavery Society, i. 445
Antonine, Itinerary of, i. 4
Arago, H.M.S., i. 321
Arcade, ii. 205
Architecture, i. 483, 484; ii. 94
Arderne, Captain John, i. 88
Ardwick, i. 98
Argyle Street, ii. 281
Arms of Liverpool, i. 16, 247
Armstrong, George, ii. 328
— Sir William, i. 585, 593
Arthur, Prince, visits of, i. 533, 539
Artisans' dwellings, i. 484; ii. 509, 511
Artists, Society of, i. 209
Arts in Liverpool, i. 208, 211

Ashburnham, Baroness, ii. 336
Ashton, Edmund, i. 81
— George, ii. 147
— John, ii. 147
— Nicholas, i. 201, 273, 307; ii. 147, 172
— Ralph (Member), i. 49
Ashurst, Henry, i. 120, 122
— Justice, i. 239
— Thomas, i. 174
— William, i. 103
Asia, (Steamer), i. 586
Askew, John, i. 572
Aspinall, Clarke (Coroner), ii. 244
— Edward, i. 107
— Family, ii. 358
— James, i. 452
— Rev. James, ii. 243
— J. B., i. 267, 283, 307, 342, 363; ii. 243, 272
— J. B. (Recorder), ii. 244
Aspinwall family, ii. 475
— Mary, i. 218
— Roscoe and Lace, ii. 134
— Samuel, i. 103
Assembly rooms, i. 378
Assessments, i. 82
Assheton, Colonel Ralph, i. 84, 90, 91, 93, 103, 106; ii. 177
— Sir Ralph, of Middleton, i. 84
— Sir Ralph, of Whalley, i. 129
— Rev. Richard, i. 176
Assizes, Removal to Liverpool, i. 385, 468
— First, in Sessions House, ii. 65
Astley, Jacob, ii. 305
Aston, Sir Thomas, i 174
— Sir Willoughby, i. 141
Athenæum, ii. 165
Atherton, James, ii. 365, 369, 377
— John, ii. 154
— Nicol de, i. 31
— Peter, i. 553; ii. 139
— Sir Richard (Member), i. 129, 131, 135, 143
— Street, i. 123, 553; ii. 139, 140
— Thomas, i. 50; ii. 60
— Rev. William, i. 146; ii. 154
Athertons of Bewsey, i. 151
Atkins, Thomas, ii. 427
Atkinson, G. J., ii. 508
Atlantic Steamers, i. 354, 487
Atlantic Telegraph, i. 532
Atye, Arthur (Member), i. 64
Audsley, W. and G., ii. 432, 434, 488
Austrian Archdukes, visit of, i. 324
Autumn Exhibition of Paintings, i. 536; ii. 165
Avery, Thomas (Member), i. 57
Avison, Thomas, i. 337
Ayndoe, Thomas, i. 110, 124; ii. 33
Aynsargh, Richard de (first Mayor), i. 26, 27; ii. 13, 54, 63

BACHELOR Street, ii. 72, 105
Back Goree, ii. 83, 84
Backhouse, Daniel, ii. 356
Bacon, Francis (Lord Bacon, Member), i. 65-67, 300
Baffin (Whaler), i. 603
— Street, i. 603; ii. 294
Bailey Brothers and Co., ii. 83
— Sir Joseph, i. 573; ii. 83, 547
— Thomas, ii. 381
Baily, Lawrence, i. 537-8
Bailiffs, First, i. 14, 17, 21, 67, 140
Baines, John, i. 208; ii. 55, 150
Baker and Dawson, ii. 292
— Captain John, i. 213
— Peter, i. 219, 231, 242; ii. 147, 292
Baker's Shipbuilding Yard, i. 207
Bala Lake, ii. 198, 553, 556
Ball, Hugh, ii. 58
— Robert, i. 60
Balloon ascents, i. 388, 406
Ballot, vote by, i. 426, 544
Baltimore (Ship) i. 559
Banastre Street, ii. 75, 123
"Bang up" peer, i. 345
Banister, Rev. Robert, ii. 199, 320
— William, i. 75
Bank Buildings, ii. 17
Bank Hall, i. 123, 126; ii. 33, 390, 394, 395-397, 402
Bank Restriction Act, i. 251, 353
Bank of England, Branch, i. 426, 477; ii. 22, 23, 25, 142, 152
Bankers, Corporation, i. 462
Banke Street (Water Street), i. 24; ii. 85
Bankes, Mrs., i. 182
— William (Member), i. 127
Banks, Failure of, i. 236, 530
— Corporation helps, i. 237
— Crisis, i. 395-6
— Joint Stock, introduced, i. 426
Banner, Harmood, ii. 228
Banning, Thomas, ii. 162
Baptist Missionary Society, i. 444
Bar (river), deepening of, ii. 542-3
Barbadoes Trade, i. 111
Barber, Charles, ii. 350
Barbons lands, i. 50

Bardsley, Rev., i. 518
Bardswell, Charles, i. 283
Barker, Richard, i. 39
Barn Field, ii. 33
Barned's Bank, i. 530; ii. 127
Barnes, Zechariah, ii. 299
Barnsley, Godfrey, i. 456, 474
Baron, Adam, ii. 102
Barr, Rev. Dr., ii. 245
Barracks, St. Domingo, protest against, ii. 373
— Poem on, ii. 374
— Militia, ii. 375
— Rupert Lane, ii. 355
Barrett, John, i. 27; ii. 5, 335, 456
— Thomas, ii. 5
— William, ii. 102
Bartleman, i. 252; ii. 156
Bartley, Captain Edward, i. 57
Barton, Rev. Henry, ii. 378
— Mr. and Mrs., killed, i. 380
— Miles, i. 451
— Thomas, ii. 377
— Sir William, i. 325, 333, 346; ii. 272, 377
— Street, ii. 39
Barry, T. D., ii. 255, 415
Basnett, Rev. Christopher, ii. 68
— Street, ii. 158, 171
Bastille, taking of, celebrated, i. 234
Batavia Buildings, ii. 105
Bateman, ii. 362
Baths, Bath Street, ii. 42
— Bolton Street, ii. 200
— Cornwallis Street, ii. 275
— Floating, i. 325
— Margaret Street, ii. 386
— Mulberry Street, ii. 254
— Old Church Yard, ii. 42
— St. George's Pier, i. 326, 600
Batteries, i. 190, 215, 246, 264, 397, 563, 577, 580, 600; ii. 42, 59
Bavand, Thomas, i. 59, 60
Baxter, Jenkey, i. 39
Beacon, Everton, i. 48, 64; ii. 337, 370
Beacon Field, ii. 368
Beacon's Gutter, i. 48, 50, 577
Bean, Thomas, ii. 18
Bearbaiting, i. 198
Beard, Rev. Charles, ii. 241, 497
Beauclerk, Topham, ii. 134
Beaumont, John (Member), i. 50
Bebington village library, ii. 512
Belfield, Joseph, i. 204
Belgium, King of, visit of, i. 544
Bell, Henry, i. 322
Bellamy, i. 388
Bellingham, John, i. 295-297; ii. 272
Bells, St. Nicholas's, ii. 60
— St. Peter's, ii. 155
Beltoft, Simon de, i. 24
Ben Jonson Street, i. 463
Bendish, Major, i. 176
Benen, Mr., ii. 106
Benett, John, M.P., i. 425, 427, 428, 433, 451
Benn, James, i. 140, 153; ii. 97, 140
Benn's Garden, ii. 97, 140
Bennett, Ald. William, ii. 511, 553
Bennion, George, ii. 280
Benson family, ii. 318
— John, ii. 240
— Moses, i. 569; ii. 265, 274
— Ralph, ii. 274
— Street, ii. 240
Bent, Sir John, i. 511; ii. 440
Bentley, Thomas, ii. 109, 120, 141
Berlin Decree, the, i. 284
Berry, Henry, ii. 280
Berry Street, ii. 279
Berwick, i. 54
Best, W. T., ii. 528
Bethel Union, i. 379
Bethune, Captain, R.N., i. 583
Betty, W. H. (the young Roscius), ii. 168
Bevington Bush, ii. 325
— Hill, i. 175
Bewsey Hall, i. 107, 131
Beynon, Captain, i. 216
Bickerstath, Robert, i. 31
Bickersteth family, ii. 246
— Rev. Edward, ii. 247
— Robert, ii. 247
Bicksteth, Thomas, i. 92, 124, 125 153; ii. 68
Bidston, i. 34
— Lighthouse, i. 557
— Mill burnt, i. 380
— Observatory, 597
Billinge's News Shop, ii. 15
Bill of Rights, i. 137, 192
Binns, Dr. Jonathan, i. 224
Birch, Charles, i. 472
— Sir Joseph, i. 232, 233, 240, 247, 259, 262, 272, 339, 373, 406, 437, 472; ii. 272
— Sir Thomas Bernard (Member), i. 233, 504, 512; ii. 272
— Colonel Thomas (Member), i. 83, 86, 93, 97, 98, 105, 106, 123; ii. 6
— Colonel John, i. 98, 99, 119, 120
Birchfield, ii. 314

Bird, John, ii. 214
Birkbeck, Dr., i. 394; ii. 257
Birkenhead, i. 33, 93, 160, 355
— Docks, i. 482, 498, 551, 566, 572-577, 581, 584, 585, 587, 588; ii. 541
— Dock Co., i. 576, 577, 581
— Dock Trust, i. 581
— Ferry Traffic, i. 539
— Priory, ii. 85
— Warehouses, i. 587
Birmingham Riots, i. 235
Birrell, Rev. C. M., ii. 307
Bisbrown, Cuthbert, ii. 459
Bishop, Sir H. R., i. 515
Bishopric of Liverpool, ii. 496, 501
Bispham Street, ii. 122
Bixteth Street, ii. 68, 69
Black Matthew, ii. 88
Blackberry Lane, ii. 91, 105
Blackburn, Justice, i. 583
— Thomas, i. 447, 457, 462, 476, 477
Blackburne House, ii. 152, 256
— John (Orford Hall), ii. 152
— John (Liverpool), ii. 152, 256
— John, Jun., ii. 152, 256, 274
— Thos. (Hale), i. 107; ii. 152
— Thomas (Orford), i. 218
— — (Surgeon), i. 426
Blackburnes of Hale, i. 107, 218, 556, 602; ii. 291
Blackfield House, ii. 405
Blackmore, Thomas (Member), i. 107, 108, 118
Blacow, Rev. Richard, i. 373-4; ii. 277
Blayney, Lord, i. 387
Blenkinsop's Colliery Railway, i. 418
Blind, School for the, ii. 191, 194, 250
Blodgett, Mary, ii. 272
Blois, Stephen and William de, i. 7
Blome, Richard, i. 77, 125
— Description of Liverpool, ii. 27, 56, 115
Blondin, ii. 427
"Bloods," i. 238
Blore, Richard, ii. 62
Blount, William le, i. 25
Blue Coat School, i. 159, 161, 167, 169, 171, 181, 185; ii. 56, 120, 149
Blue Coats (troop), i. 57, 58
Blues, Liverpool Regiment, i. 176, 178, 215
Blundell, Baly, ii. 97
— Bryan, i. 168, 170, 200; ii. 60, 151
— Bryan, jun., ii. 136
— Colonel Bryan, i. 238, 243
Blundell, Henry (of Ince), i. 209, 238, 247
— Hollinshead, Henry, *see* Hollinshead
— Jonathan, ii. 150
— Jonathan, jun., i. 338, 347, 359, 361, 391, 393; ii. 293
— Widow, ii. 13
Blundells of Crosby, i. 81
— of Ince, i. 149
Boaler Street, ii. 426, 432
Boat Races, i. 412; ii. 29
Boaz, Mr., i. 267
— Street, i. 267
Boer War, ii. 533, 535
Bold family, ii. 235
— Jonas, i. 232, 247, 267; ii. 97
— Rev. Thomas, ii. 110
— Peter, i. 134
— Street, ii. 97, 154, 189, 234-239
Bolton, i. 95
— Colonel John, i. 232, 245, 248, 263, 264, 269, 282, 308, 327, 330, 342, 344, 363, 369, 375, 384, 400, 409, 421, 424, 476; ii. 136, 137, 273
— Thomas, i. 437, 462, 492, 582
— and Hollingshead, ii. 14
Bonfires, i. 59, 97, 202
Bonham, Sir Samuel George, i. 517
Booker, John, i. 92
— Josias, ii. 164
Booth, Sir George (Lord Delamere), i. 170
— Henry, i. 401, 415, 417, 462
— Langham (Member), i. 170, 172
— Thomas, i. 283, 337, 371, 373, 376, 380, 390, 569
Booth's Mill, ii. 459
Bootle, i. 480, 482, 579, 592; ii. 49, 50, 402, 553
— Family, i. 172
— Springs, i. 159, 247; ii. 196, 395
— Water Works Co., i. 247, 249; ii. 76
— Sir Thomas (Member), i. 172, 173, 175
Borthwick, Peter, i. 445-6
Bostock, Dr., ii. 227
— Street, ii. 327
Botanic Gardens (old), i. 252, 302; ii. 227, 439
— — (new), Edge Lane, ii. 227, 439
— Museum, ii. 534
Boteler, John (of Bewsey), ii. 5
— John le, ii. 456
Botyll, Hugh de, ii. 25, 54, 102
Boult, Joseph, ii. 451

Boundary St., Kirkdale, ii. 407
Boundaries, Beating of, i. 45, 47
— Extension of (1895), ii. 525
— of the Port, i. 170, 206
Bounties for Seamen, i. 241
Bourne, Cornelius, i. 232
— Major James, i. 524
— John, i. 299, 304, 447; ii. 211
— Peter, i. 398, 400, 430, 437, 452
Bousfield, Lieut.-Col., N., i. 524
Bowden, George, i. 220
Bower, Anthony, ii. 497, 557
Bowes, Rev., ii. 232
Bowland, Robert de, ii. 325
Bowling-greens, i. 182; ii. 207, 212, 262, 293, 381
Bowring, Sir John, i. 526
Boyne, Battle of, i. 136
Bradshagh, William de, i. 28; ii. 5
Bradshaigh. Sir Roger, i. 119
Bradshaw, J., i. 103
Bragg, Rev. Jos., ii. 133
— Lucock, ii. 134
Bragg's Houses, ii. 134
Braham, Henry, i. 388; ii. 156
Bramley Moore Dock, i. 577, 596
Brancker, James, i. 401, 429, 430, 438, 457, 459, 460, 465, 474; ii. 472
— John, i. 525, 544
— Sir Thomas, i. 426, 437, 440, 454, 455, 456, 476, 504
— Major P. W., i. 264, 282
Brandreth, Dr. Joseph, ii. 108, 133, 147, 355
— Dr. J. P., ii. 355
Brassey, Peto and Holme, ii. 206
Brave Blakeney (Privateer), i. 187
Brayce, Nicholas, i. 51
Brazil, Emperor of, visit, i. 535; ii. 494
Breakwater, Destruction of, i. 51
Breck, Everton and West Derby, i. 48; ii. 420, 428
— House, ii. 428
Breckfield House, ii. 380
— Road North, ii. 378
— — South, ii. 385
Brereton, Humphrey, ii. 80
— Owen Salusbury, i. 173, 242; ii. 28
— Thomas Salusbury (Member), i. 172, 173, 175, 183, 184, 185
— Sir William, i. 88, 89
Bretherton, Bartholomew, ii. 116, 117
— Buildings, ii. 107
— Henry de, ii. 25, 102
— Thomas, i. 138
Brettargh, Mr., of Aigburth, i. 168
Bribery in 1830, i. 424
— in 1852, i. 513
— Committee on, i. 448
— Report on, i. 449
Bribery and Corruption, i. 199, 449-50
— in 1821, i. 379
— in 1827, i. 407, 427
— Government Inquiry, i. 448-53
Bridge, disputes about, i. 116
— over the Pool, i. 115, 116, 117, 552; ii. 137, 138
— High-level, ii. 301
— Repair of bridges, ii. 27
— Thomas, ii. 90
— Street, i. 262, 601
— Widow, ii. 13
— House Farm, ii. 440
Bridge's Alley, ii. 89
Bridgman, Edward (Member), i. 79, 89
Bridgewater Canal, i, 204, 558; ii. 548
— Dock, i. 558, 606
Briers, Roger and Lawrence, ii. 154
Brigantes, i. 4
Briggs, Joseph, i. 153
Brindley, Richard, i. 186, 204; ii. 36
Briscoe, Rev., ii. 476
Bristol, i. 20, 25, 28, 192, 193, 205, 291
British Association, i. 486, 515; ii. 526
Broadbent, John, ii. 327, 343
Broadneux, Captain Robert, ii. 61
Brocklebank, Thomas, i. 415, 443, 531, 534
— Ralph, i. 536; ii. 499
Brounegge, ii. 453
Bromfield Street, i. 601
Bromley, William (Member). i. 49
Brontë House, ii. 377
Brook, Egidius, ii. 135
— Giles (Member), i. 73; ii. 135
Brooke, Humphrey, i. 64, 135
— J., ii. 109
— Sir James (Rajah), i. 522
— Robert (Town-clerk), i. 74
Brooks family, ii. 135, 136, 367
— Major Edward, i. 264; ii. 136
— John, ii. 28, 135
— Jonathan, ii. 135, 154
— — (Archdeacon), i. 146, 455, 468, 472, 476, 485, 501; ii. 136, 349, 360, 367
— Joseph, i. 200, 211, 220, 247; ii. 38, 39, 59, 135, 154, 209, 367

Brooks, Joseph, Jun., ii. 135
— Joseph and Jonathan, ii. 135
— Roger, ii. 135
— Street, ii. 39
Brooks's Alley, ii. 166
— Square, ii. 135
Brotherton, M.P., i. 477
Brougham, Henry (Lord), i. 202, 287, 294, 297, 298, 302, 306, 307, 308, 313, 315, 374, 403, 404, 422, 424, 427, 465, 521, 523; ii. 258, 301, 463
— Speeches, i. 308, 313, 403, 465, 502, 521, 522, 523, 526
— Institute, i. 389
— Terrace, ii. 383
Brown, Rev. Baldwin, ii. 255
— Henry, i. 232, 250
— Rev. Hugh Stowell, ii. 191, 252, 253, 513
— J. Campbell, ii. 497
— John, i. 221; ii. 360
— Raffles, ii. 255
— Sir Samuel, i. 332
— Sir William. i. 421, 448, 520, 524; ii. 31, 66, 110, 300
Brown's Buildings, ii. 31
Browne, Felicia Dorothea, ii. 271
— George, ii. 271
— Ralph (Member), i. 51
Brownel, John, i. 200
Brown Low, ii, 223
Brownlow Hill, i. 5; ii. 213-225
— Street, ii. 223
Brownlowe, The, i. 5; ii. 213, 417, 453, 454
Bruce, Rev. David, ii. 239
Brunner, Rev. John, ii. 361
Brunswick Buildings, ii. 99
— Dock, i. 565, 586, 604
— Railway Station, i. 605
— Road, ii. 346, 423
— Street, i. 223; ii. 14, 93, 98
Bryans, i. 394
Bryce, Hon. J., ii. 532
Bryers, ii. 392
Brythen Street, ii. 171
Buckingham, James Silk, i. 414
Bucknell, Sir William (Member), i. 120, 121, 123, 124, 127
Buddicom, Rev. R. P., i. 485
Buggy, Inspector, ii. 499
Buildings, style of (18th century), i. 172, 181, 253
Bull-baiting, ii. 12, 59
Bullin, Christopher, ii. 142, 143
— Richard, i. 379, 400; ii. 142, 143
Bullock, William, ii. 147
— Museum, ii. 146
Bunnell, James, ii. 63
Burdett, Sir Francis, i. 351, 352
— P. P., i. 208, 209, 211
Burgages and burgage rents, i. 10, 11, 22, 25, 26, 28, 35, 39, 50, 55, 67, 68, 117, 118; ii. 12, 102
Burgess, the term, i. 123
Burgesses, i. 25, 67, 68, 74, 76, 104, 123, 174, 230, 232, 234
Burial tax, i. 141
Burlington, Earl of, i. 486
Burmese Ambassadors, i. 541
Burnett, Rev., i. 477
Burns, Margaret, ii. 312
— Patrick, ii. 81
Burscough, Mrs., i. 63
— Ralph, i. 59
Burtonwood, i. 33
Bury, Baron, i. 163
Bushell, Christopher, i. 534
— — Statue, ii. 513
— William, ii. 89, 93, 94
— Molly, ii. 352
Busigny, Victor, ii. 166
Bussel, Warine, ii. 389
Butcher's Shambles, i. 80, 115; ii. 10, 31, 140
— Shops prohibited, i. 223
Butler, Dame Isabella, i. 33
— Rev. George, ii. 497
— Sir Thomas, ii. 457
Byrde, John, i. 71
Byrkedale, Symon de, ii. 102
Byrom, A., i. 273, 284
— George, ii. 306
— Street, ii. 121, 306, 498
— William, ii. 241, 368, 423
Byron, Lord (Sir J. Biron), i. 93, 96

CABLE, Atlantic, laid, i. 520
— Street, i. 553; ii. 138
Caddick, Richard, i. 210; ii. 38
— William, i. 208
Cadwell, — (chaplain), i. 61
Caine, W. S., i., 542, 544, 546
Caitcheon, Capt., i. 236
Calais, siege of, i. 25
Calcraft, Lieut.-Gen., i. 215
Calderstones, i. 2
Caldwell, Charles and Co., i. 236
Callaghan, M., ii. 492
Calverley, Henry (Member), i. 72
Cambridge, Duke of, i. 509, 518, 533

Camden, William, Description of Liverpool, i. 63; ii. 2
— Street, ii. 315
Campbell, Rev. Augustus, i. 506, 522, 524; ii. 47
— Colin, ii. 366, 467
— George, ii. 293, 371
— Lord, i. 590
— Street, i. 602; ii. 293
— Thomas, i. 352
Canada, i. 359
— Dock, i. 586, 592, 593; ii. 50
— — Timber fire, ii. 521
Canadian Volunteers, ii. 535
Canal, First Navigable, i. 186
Canals, Bridgewater, i. 204, 232
— Chester and Ellesmere, i. 559
— Douglas navigation, i. 208
— Leeds and Liverpool, i. 207, 563, 572, 578; ii. 37, 43
— Mersey and Irwell, i. 165, 332; ii. 106
— (Ship) to Hoylake proposed, i. 572
Canning, Hon. C. J. (Lord). i. 474
— Dock, i. 556, 601
— Right Hon. George (Member), i. 202, 278, 297, 298, 302, 307, 313, 322, 326, 328, 330, 341, 342, 349, 353, 363, 365, 366, 369, 370, 372, 375, 381, 382, 384, 387, 390, 393, 402, 406
— Speeches, i. 310, 311, 315, 322, 329, 330, 342, 349, 364, 381
— Presentation of Plate, i. 383
— Ministry, meeting in support of, i. 402
— Memorial meeting on, i. 406
— Statue, i. 406
— Street, ii. 260
Canterbury Street, ii. 342
Cape Colony, i. 359
Caradori, Allan, Madame, i. 475
Cardwell, Edward, Lord (Member) i. 504, 512, 513. 583; ii. 248
— John, ii. 248
Cargill, Rev. Richard, ii. 232
Cargo, discharge of, i. 595
Carleton, Francis, ii. 265
Carlisle, i. 178, 179
— Earl of, i. 523, 576
— Inspector, i. 533
Carlton Street, ii. 47
Carnatic (Prize), i. 213
Caroline, Queen, i. 371, 372
Carr, R., i. 283
Carriages, Private, i. 182
— Hackney, i. 208, 220
Carrickfergus, i. 190
Carruthers, Rev. —, i. 477
Carson, Dr. James, ii. 207, 312
— John, ii. 362
Carter, J., i. 284
— Robert, ii. 341
— Thomas, ii. 163
Case, George, i. 235, 247, 248, 259; ii. 157, 166, 380
— John Deane, i. 248
— Thomas, i. 338, 339, 341, 351, 380, 385, 394, 398
— Street, ii. 170
Casey, J. K., i. 302, 306, 227, 333
Castle, the, i. 11, 18, 22, 27, 28, 36, 55, 71, 88, 91, 96, 97, 126, 136, 150, 156, 184, 223; ii. 1-11
— Ditch, i. 171, 182, 394; ii. 10, 12, 126
— Field, ii. 93, 131,
— Hey, i. 39; ii. 97, 125, 131
— Hill, ii. 14, 15, 94, 98
— Mills, ii. 83
— Orchard, ii. 125, 126
— Street, i. 11, 23, 39, 52, 147, 171, 206, 212, 231, 253; ii. 1-32
Castlereagh, Lord, i. 294
Catalani, Madame, i. 413
Cathedral, proposed, ii. 502
Catholic indignation meeting, i. 485
— Emancipation, i. 277, 382, 393, 409, 414
— Invitation hitch, i. 501
— Recusants, i. 80, 93, 94
— Rebels, i. 129, 149, 150, 164
— Penal laws, i. 131-2, 134, 162, 277
Cattle market, i. 417; ii. 65, 160, 365, 397
Cave, Ambrose (Member), i. 47, 54
Cavendish, William (Member), i. 64
Caxton Printing Office, i. 377; ii. 200-202
Cazneau, Joseph, ii. 319
— Street, ii. 319
Cemetery, Anfield, i. 514; ii. 414
— Ancient, i. 3
— Jewish, ii. 438
— Necropolis, i. 401; ii. 348, 532
— Parish, ii. 254
— Toxteth, i. 514; ii. 485
— St. James's, i. 401, 420, 516; ii. 261-264
— St. Mary's, ii. 408
Cemeteries, intramural, closing of, i. 514
Central railway station, i. 605; ii. 206

Central Relief Society, i. 239; ii. 130
Chadwick, J. (Map), i. 170
— Street, ii. 46
— William, ii. 447
Chaffers, Richard, ii. 196, 298
Chain, Mayor's gold, i. 538
Chalmer, Francis, i. 259, 262
Chalybeate spring, ii. 264
Chamber of Commerce, i. 532
Chambers, Colonel, ii. 378
— Edward, i. 103
Chambres, William, i. 550
Channel Fleet, visits of, i. 529, 540, 547; ii. 516
Chantrey, Francis, i. 384, 406
Chantries, i. 45, 67; ii. 55, 56, 113
Chapel Street, i. 11, 24, 39, 52, 104, 182; ii. 63-66, 96
Chapman, —, ii. 93
Charitable bequests, ii. 507
Charles I., King, i. 76 79, 80, 82, 87, 115, 192, 234; ii. 335
Charles II., i. 99, 107, 129, 130, 131, 183, 234
Charles Edward, Prince, i. 176, 178, 179
Charlotte, Princess, marriage, i. 325
— Death, i. 339
Charles Street, ii. 170
Charter-Men, i. 153
Charters, i. 1, 7, 10, 12, 13, 16, 17, 24, 29, 31, 49, 67, 76, 77, 127, 128, 131, 137, 139, 140, 164, 183, 198, 204, 287, 288
— Spurious, i. 7
Charrier, Rev. P. S., ii. 200
Chatham Place, ii. 447
Chatsworth Street, ii. 447
Chaucer Street, ii. 83
Chavasse, F. J., second bishop, ii. 534
Cheapside, i. 171; ii. 73, 119
Cheesemongers of London, i. 139, 140, 554
Chelmsford, Lord, i. 526
Chemical Works, ii. 77
Cheshire, i. 108
Chester, i. 6, 8, 26, 46, 57, 62, 64, 72, 74, 95, 96, 105, 136, 532
— Bishop of, i. 526; ii. 57, 68
— Ranulph, Earl of, i. 17; ii. 334, 338, 418, 419
Chetham, Humphrey, i. 81
Chetwode, Sir John, i. 332
Children's Infirmary, ii. 253
Childwall Common, i. 3
— Funeral at, i. 141
Childwall Hall, i. 218, 219, 221, 244
China, opening of trade to, i. 415, 416, 426
— First ship to, i. 453
Cholera, visitations of, i. 443, 509
Cholmondeley, Tom, i. 125
Choral Society, ii. 309
Chorlate, Adam de, ii. 13
Chorley, Alexander, i. 145
— Family, ii. 411
— H. F., ii. 310
— Jane, ii. 310
— John, ii. 90
— Leonard, ii. 90
— Richard, i. 163; ii. 430
— William, ii. 430
— Street, ii. 90
— Survey, ii. 10, 33, 64, 90, 94, 103
Christian, Philip, ii. 299, 305
— Prince and Princess, visit of, i. 533
— Street, ii, 305
Christie, John, ii. 192
Chubbard, Thomas, i. 211
Church lands, i. 104
— Census, ii. 504
— Lane, ii. 160
— Stile House, ii. 62, 86
— Rates, meeting on, i. 476
— — abolished, i. 514
— Street, i. 171, 206, 351, 482, 483; ii. 154-166
— — Everton, ii. 357, 377
Churches, number of (1753), i. 181, (1769) 206, (1799) 253
Churches, Corporation, attempted endowment of, i. 463
— — Act concerning, i. 463
Churches and chapels;
Established—
St. Aidan's, ii. 403
All Saints', Grosvenor Street, i. 199, 320
— — Great Nelson Street, ii. 329
All Souls', ii. 77
St. Ambrose, ii. 361
St. Andrew's, ii. 241
St. Anne's, ii. 308
St. Augustine's, ii. 342
Blind, Church for the, i. 351; ii. 193
St. Bride's, ii. 261
St. Catherine's, Temple court, ii. 109
— — Edgehill, ii. 447
— — Abercromby Square, ii. 230

Churches and chapels;
Established—
Christ's, Great Homer Street, ii. 363
— Hunter street, ii. 121, 307
— Kensington, ii. 434
St. Chrysostom's, ii. 385
St. Cleopas, ii. 467
St. Clement's, Windsor, ii. 485
St. Columba's. ii. 221
St. David's, ii. 214
Emmanuel, ii. 383
St. George's, Castle Street, i. 164, 172, 223, 553; ii. 1, 9, 10, 297, 531
— — Everton, ii. 74, 370
Holy Innocents', ii. 229
St. James's, Toxteth Park, ii. 460
— — the Less, ii. 77
St. John's, i. 204; ii. 187
St. John the Baptist, ii. 473
St. Jude's, ii. 435
St. Luke's, ii. 242
St. Margaret's, Princes Road, ii. 77, 487
— — West Derby Road, ii. 432
St. Mark's, ii. 276
St. Martin's-in-the-Fields, ii. 77
St. Mary's, Birkenhead, i. 355
— — Bootle, ii. 398
— — Edgehill, ii. 437
— — Harrington Street, ii. 133
— — Kirkdale, ii. 408
St. Matthias's (old), ii. 47
— — (new), ii. 47, 49
St. Matthew's, Key Street, ii. 68
— — Hill Street, ii. 464
— — Scotland Road, ii. 328
St. Michael-in-the-Hamlet, ii. 74, 479
— — Pitt Street, ii. 286
St. Nathaniel's, ii. 448
Our Lady and St. Nicholas, i. 28, 60, 92, 105, 133, 145, 146, 151, 161, 185, 190, 290, 339; ii. 51-63
St. Paul's, St. Paul's Square, i. 204; ii. 39, 40, 98
— — Brazenose Street, ii. 404
— — Princes Park, ii. 478
St. Peter's, Church Street, i. 146-151, 171, 205, 378, 489; ii. 154, 156
— — Sackville Street, ii. 364
St. Philip's, ii. 74, 248, 507
St. Saviour's, Huskisson Street, ii. 261
Churches and chapels;
Established—
— — Breckfield Road, ii. 379
St. Silas's, Pembroke Place, ii. 316
— — High Park Street, ii. 474
St. Simon's, ii. 194
St. Stephen's, Byrom Street, ii. 306
— — the Martyr, ii. 445
St. Thomas's, Park Lane, i. 259 ii. 281
— — in-the-Fields, ii. 465
St. Timothy, ii. 346
Trinity, St. Anne Street, ii. 311
— — Parliament Street, ii. 464
West Derby, ii. 422
Roman Catholic—
St. Alban's, ii. 49
St. Alexander's, ii. 404
St. Anne's, ii. 447
St. Anthony's, ii. 327
St. Augustine's, ii. 49
Eldon Street, ii. 78
St. Francis Xavier, ii. 344
Holy Cross, ii. 122
St. Joseph's, ii. 320, 323
St. Mary's, i. 180; ii. 69
St. Michael's, ii. 384
St. Nicholas', ii. 214
St. Patrick's, ii. 472
St. Peter's, ii. 278
St. Vincent de Paul, ii. 288
Scotch National—
Oldham Street, i. 392; ii. 241
Rodney Street, i. 392, 394; ii. 245, 246
Presbyterian Free Church—
Beech Street, ii. 439
Canning Street, ii. 260
Everton Valley, ii. 416
Islington, ii. 314
Limekiln Lane, ii. 78
Myrtle Street, i. 498; ii. 253
Princes Park, ii. 479
Reformed Presbyterian—
Shaw Street, ii. 344
United Presbyterian—
Breck Road, ii. 385
Derby Road, Kirkdale, ii. 402
Gloucester Street, ii. 194
Mount Pleasant, ii. 212
Baptist—
Bedford Street (Welsh), ii. 462
Breck Road, ii. 380
Byrom Street, i. 444; ii. 307
Comus Street, ii. 318

Churches and chapels ;
Baptist—
Everton Road, ii. 347
Hall Lane (Welsh), ii. 437
Lime Street, ii. 191
Myrtle Street, ii. 191, 252, 513
Pembroke, ii. 307, 442
Pleasant Street, ii. 221
Soho Street, ii, 313
Shaw Street, ii. 344
Stanhope Street (Welsh), ii. 464
Stanley Street, ii. 175, 318
Congregational—
Berkeley Street, ii. 488
Bethesda, ii. 199, 219
Burlington Street, ii. 78
Chatham Place, ii. 447
Crescent, ii. 346
Everton Terrace (Welsh), ii. 356
Great George Street, ii. 240, 287, 518
Great Mersey Street (Welsh), ii. 408
Hanover, ii. 462
Newington, ii. 239
Norwood, ii. 428
Park Road, ii. 483
— (Welsh), ii. 473
South Hill Road, ii. 467
Friends' Meeting-Houses, i. 413; ii. 105, 307
Greek Church, ii. 486
Jews' Synagogues—
Cumberland Street, ii. 175
Frederick Street, ii. 175, 282
Hope Place, ii. 259
Princes Road, ii. 488
Seel Street, ii. 278
Holy Apostolic Church, Canning Street, ii. 260
Methodists (Wesleyan)—
Boundary Street, E. (Welsh), ii. 407
Brunswick, ii. 423
Cranmer, ii. 78
Great Homer Street, ii. 364
Grove Street, ii. 229
Leeds Street, ii. 41
Mount Pleasant, ii. 213
Pitt Street, i. 187 ; ii. 282
Shaw Street (Welsh), ii. 342
St. John's, Princes Park, ii. 479
Upper Stanhope Street, ii. 471
Whitefield Road, ii. 428
Methodists (new connection)—
Zion, ii. 171
Churches and chapels ;
Methodists (Free Church)-
Russell Street ii. 220, 322
Scotland Road, ii. 329
Unitarians—
Ancient Chapel, Toxteth Park, ii. 97, 458, 475
Benn's Gardens, i. 501 ; ii. 40, 97
Gateacre, i. 502
Hope Street, ii. 149, 254
Key Street, ii. 68
Paradise Street, ii. 149
Renshaw Street, i. 433; ii. 98, 241
Welsh Calvinists—
Bedford Street, ii. 462
Chatham Street, ii. 230
Everton Village, ii. 353
Netherfield Road, ii. 407
Pall Mall, ii. 71
Princes Road, ii. 488
Rose Place, ii. 319
Windsor Street, ii. 489
Miscellaneous—
Cockspur Street, ii. 72
Edmund Street, ii. 39
Maguire Street, ii. 200
Octagon, ii. 109
Sir Thomas's Buildings, ii. 69, 111
Circus, Olympic, ii. 305
— Street, ii. 305
City, Town made a, ii. 501
City of Dublin Steam Packet Co., i. 399; ii. 47, 265
Civil War, i. 78-97
Claremont, ii. 409
Clarence Dock, i. 482, 565, 577
— Duke of (William 4th), i. 270
— Lionel, Duke of, i. 27
— and Avondale, Duke of, ii. 518
— Street, ii. 219
Clarendon Buildings, ii. 129
— Rooms, i. 427, 436, 440
Clark, Edwin, i. 594
Clarke, Dr. Adam, i. 239
— Humphrey, i. 80
— Jane, ii. 234
— John, i. 290, 327 ; ii. 316
— Thomas, i. 244
— and Roscoe, ii. 22, 142
— William, ii. 314, 358, 367
Clarke's Bank, ii. 15, 104
Clarkson, Thomas, i. 224, 444
Clay, Henry, i. 269, 270 ; ii. 156
Clayton, A. B., ii. 316
— Mrs., i. 161, 182 ; ii. 95, 172

Clayton, Rev. (Manchester), i. 177
— Rev. Nicholas, ii. 110
— Robert, i. 143
— Thomas, i. 143
— William (Member), i. 143, 148, 150, 151, 155, 158, 159, 161; ii. 7, 8, 60, 172
— Square, i. 253, 356, 357, 399, 436, 437, 438, 442, 457; ii. 172
Clegg, Joseph, i. 204; ii. 28, 29
Clement Street, ii. 76
Clerk, Adam le, i. 23; ii. 85, 102
Cleveland, John (Member), i. 153, 154, 159, 160
— John (poet), i. 160
— William (Member), i. 160, 166, 170
— Family, i. 160
— Square, i. 191, 373; ii. 281
— — Market closed, ii. 516
Clint, F. A., i. 534, 545
Close Rolls, ii. 3
Clyde steamers, i. 354
Coaching, i. 182, 203, 204, 222; ii. 95, 116, 117
Coal trade, i. 113
Cobbett, William, i. 357, 416, 417
Cobden, Richard, i. 493, 583
Coburg Dock, i. 563, 604
Cochrane, Dr., ii. 44
Cockerell, C. R., ii. 23, 27, 185, 193
Cockpit House, ii. 94
Cockpits, i. 56; ii. 72, 91
Cockshutt, John, i. 153, 184
Cockspur Street, ii. 72
Coffin, Sir Isaac, i. 273
Coglan, Thomas, i. 326, 474
Cohen, J., ii. 527
Coins, Ancient, i. 4, 6
Colchester, Thomas (Lord), i. 123, 127, 136
— Richard (Lord), i. 135, 136, 138
Coliseum, ii. 149
— Fire alarm, ii. 499
College, Shaw Street, first stone laid, i. 489; ii. 343-45
— — Opening, i. 496
— — Prize delivery, i. 541
— — Description, ii. 343
College Lane, ii. 149, 150
— St. Edward's (R.C.), ii. 376
Colling, J. K., ii. 38
Collingwood, —, i. 163
— Dock, i. 577, 580, 596
Collins, Captain Granville, i. 553
Colonial Premiers, visit, ii. 529
Colonies captured, i. 268
Colquitt, John (collector), i. 152, 153, 279
— — (Town-clerk), i. 250; ii. 153, 280
— Captain Goodwin, R.N., ii. 153
— Captain Martin Samuel, R.N., i. 421, 430, 438, 442, 447; ii. 153, 373
— Miss, ii. 434
— Scrope, ii. 153
— Street, i. 319; ii. 142, 152, 279
Coltman, Dr., ii. 162
Combination laws, meeting against, i. 399
Comer, William, i. 401; ii. 316
Commerce Court, ii. 126
Commercial crises, i. 352, 395, 477, 530
— Road, i. 483; ii. 405
Common lands, i. 100, 114
— gardens, ii. 86
— shore, i. 552; ii. 147
— Hall, i. 69, 75, 77, 172, 232, 233, 390, 414; ii. 56
Commutation Row, ii. 192
Company of Royal Adventurers, i. 192
Compasses in iron ships, i. 516
Compton House, ii. 158
— — Fire, ii. 159
Comus Street, ii. 318
Concentric Society, i. 351
Congreve, Sir William, i. 334
Connaught, Duke of, ii. 520, 521
Connor, Edward, i. 92
Conservancy of the Mersey, i. 585
Conservative Tradesmen's Association dinner, i. 474
— Club, ii. 508
Constables of the Castle, i. 23, 28 36
Consumption Hospital, ii. 534
Convent of Notre Dame, ii. 233
— — Sisters of Mercy, ii. 436
Conway school frigate, i. 532
Cook, Richard, i. 37
— Street, ii. 15
Cooke, Gilbert, i. 39
— Tom, i. 122
Copperas Hill, ii. 107, 202
— Works, ii. 107, 202
Coppock, Rev. Thomas, i. 177, 178, 179
Corbett, Robert, i. 38, 50, 51, 52, 53, 57, 552; ii. 146, 458
Corless, Henry, i. 111, 117, 124

Corn Exchange, i. 288, 473; ii. 99
— Laws, meetings on, i. 333, 393, 398, 401, 402, 409, 493, 499
— Market, ii. 9, 99
— Trade, i. 260, 416
— Warehouses, i. 586, 596
Coroner, office of, i. 288
Corporate funds, i. 78, 237
— Officers, i. 131-2
— Dinners, ii. 26
Corporation, income of, i. 64, 253; ii. 10
— Consols, ii. 503
— Formed, i. 76
— Notes, i. 237, 251
— Sales, ii. 106
Correction, House of, i. 217
Corrie, Misses, ii. 375
— William, i. 307
Corydon (informer), i. 533
Cosgrove, Thomas, ii. 75
Cotesworth, William, i. 174
Cotton famine distress, meeting on, i. 527
— New Exchange, ii. 526
— Mills, ii. 75, 200, 403
— Trade, i. 126, 207, 255, 530
Council, common, i. 68, 69, 75, 76, 77, 127, 128, 134, 137, 183, 232
— and the Docks, i. 569
— Election regulations, i. 141, 154
— First legal recognition, i. 140
— Reformed, first election of, i. 469
County authorities, i. 71
— meetings at Preston, i. 85, 335
Courier newspaper, ii. 16
Court of Requests, i. 181; ii. 25
Courtenay, William, i. 406
Courts, holding of, i. 68
Covent Garden, ii. 86
Crabtree, Abraham, ii. 481
— Lane, ii. 226, 256
Cradle, silver, i. 506, 514, 522, 531
Cragg, John, ii. 74, 248, 579
Craik, Mrs. D. M., ii. 17
Cramer, F., i. 387
Cranfield, Lord (Member), i. 82; ii. 393
Craven, Rosson, and Co., ii. 150
Creevey, Thomas, i. 298, 307, 313, 315
Cressingham, Hugh de, i. 18
Cresswell Cresswell (Member), i. 485, 486, 494, 496
Cribb, Richard, ii. 28
Crigan (Bishop), ii. 308
Crimean war, fast day for, observed, i. 517
Crimean war, Meeting on, 516
— — Wounded soldiers from, i. 516
Crompton, Charles (Justice), i. 364
— Dr., i. 333, 335, 341, 357, 363, 364, 366, 369, 371, 380; ii. 73
— Rev. Thomas, i. 108; ii. 476
Crook, Thomas, ii. 156
Crookenden, Rev. W. H., ii. 221
Cropper, Benson, and Co., i. 286; ii. 148
— James, i. 286, 332, 398, 411, 415, 426, 437; ii. 148, 469
— John, i. 445, 472, 477, 518; ii. 470
— John (Everton), ii. 363
Crosbie, James, ii. 18, 28, 293
— John, i. 201; ii. 148, 293, 371
— William, ii. 140, 293
— William, jun., ii. 140, 293
— Street, ii. 293
— Bostock, and Co., ii. 151
Crosbie's Brewery, ii. 278
Crosby, Great, i. 23
— Little, chapel destroyed, i. 81
Crosfield, George, i. 456
Cross, Lord, ii. 508, 511
Crosse family, of Crosse Hall, i. 21, 75; ii. 55, 112, 411
— Humphrey, ii. 113
— Hall, i. 126, 171; ii. 112-115
— John, i. 56, 57, 62, 75, 552; ii. 55, 114, 150
— Richard del (15th century), ii. 102, 113
— Richard (16th century), ii. 113
— Roger, ii. 113
Crosses. *See* Everton cross, High cross, St. Patrick's cross, White cross
Crosshall Street, ii. 115
Crown offices, i. 73
— Rights, i. 73, 80
Croxteth Hall, i. 144, 510; ii. 2
Crump, George, i. 228
Cubitt, Lewis, i. 578, 586, 600
Cuerdley, i. 6
Culshaw, William, ii. 253
— and Sumner, ii. 239
Cumberland, Duke of, i. 178; ii. 267
— Street, ii. 112
Cumming, Alexander, i. 27
Cunliffe, Sir Ellis (Member), i. 175, 185, 186, 198, 201, 203, 205
— Foster, i. 182, 184, 185
— Robert, i. 186
Cunningham, John, ii. 23, 145, 229, 251, 328

Currie, Dr. James, i. 225, 240; ii. 108, 157, 165
— William Wallace, i. 240, 376, 389, 390, 394, 398, 401, 403, 406, 409, 411, 415, 417, 429, 433, 437, 438, 443, 447, 452, 457, 459, 460
Cust, Sir Edward, i. 547
Custom-House, i. 171, 172, 181, 412, 562; ii. 13, 83, 84, 139, 143
Customs Dues, i. 64, 109, 151
— and Excise, Report of Commission on, i. 586

DACRES, Admiral, i. 529
Daguerre, M., ii. 239
Daish, William, ii. 427
Dale, Daniel, ii. 88
— Field, ii. 66
— Matthew, i. 57
— Street, i. 11, 24, 50, 52, 56, 91, 111, 112, 123, 125, 171, 182, 206, 223, 394; ii. 67, 102-121, 189, 498
— — Bridge repaired, i. 106; ii. 296
— Views in, ii. 103, 104
— Rachel, ii. 408
Dalhousie, Earl of, i. 498; ii. 253
Daltera, Joseph, ii. 153
Dalton, Rev. William, i. 486
Dances, country, i. 226-227
Dandye, Adam, i. 39
Danes, irruptions of, i. 5
— Settlements of, ii. 388, 417
Daniels, William, ii. 502
Danish settlements, i. 5, 6
Dannett, Rev. Henry, ii. 192
— Rev. Thomas, ii. 108, 170, 192
Dansie, —, ii. 147
— Street, ii. 223
Darby, Abraham, ii. 283
— Family, ii. 134
— Molly, ii. 283
Daulby, Daniel, i. 209, 211; ii. 108, 170, 192, 315
— Margaret, ii. 429
— Street, ii. 137, 315
Davidson, Hugh, ii. 296
Davies, John, ii. 361
Dawson, Lieut. Charles, ii. 247
— Captain Henry, ii. 247, 454
— James, ii. 210
— Captain, James, i. 177
— Joseph, ii. 482
— Pudsey, i. 209, 248, 251, 259; ii. 194, 247
— Street, ii. 170
— Captain William, R.N., ii. 247
Deacon, Dr., i. 176, 177, 179, 180
— G. F., ii. 553, 555
Deaf and Dumb Institution, i. 400; ii. 227, 229
Deane Street, ii. 173
Deare, John, i. 209; ii. 163
— Thomas, ii. 163
Debating Societies, i. 336
Debtors released, i. 230
Dee, River, i. 4, 8, 337; ii. 557
Deer Parks, i. 115
Defences of the Town, i. 57, 59, 176, 190, 217, 235, 236, 246, 263
Defoe, Daniel, i. 155, 156
Deira, Kingdom of, i. 5
Denison, John Evelyn, i. 421-425, 430, 431, 432, 439
— Henry, i. 368
— Street, i. 215; ii. 43
Denman, Chief Justice, i. 582
Denmark, George, Prince of, i. 136
Dennison, John, i. 202, 339; ii. 63
Dennison's Gateway, ii. 63
Dent, John, ii. 64
Derbei, Manor of, ii. 2
Derby, Earls of, i. 17—
Edward, 3rd Earl, i. 49, 53, 54, 56; ii. 457
Henry, 4th Earl, i. 59, 62, 64
Ferdinando, 5th Earl, ii. 458
William, 6th Earl, ii. 468
James, 7th Earl, i. 85, 86, 87, 88, 89, 97, 105; ii. 335, 420
Charles, 8th Earl, i. 107, 120 121, 127, 136; ii. 335
William Richard George, 9th Earl, i. 129, 136, 150; ii. 7, 336
James, 10th Earl, i. 156, 157, 158, 174, 175, 232; ii. 80, 81, 411
Edward, 11th Earl, ii. 179
Edward, 12th Earl, i. 298
Edward, 13th Earl, i. 374, 378: ii. 300
Edward Geoffrey, 14th Earl, i. 489, 491, 499, 515, 518, 523, 525, 531, 535, 571, 579; ii. 399 465
Edward Henry, 15th Earl, i. 504, 525, 526, 532, 536, 541, 545; ii. 405, 413, 501
Frederick Arthur Stanley, 16th Earl (Lord Mayor), ii. 526, 528
Charlotte (Countess of) children of, i. 97, 98
Family House in Water Stree i. 60

Derby, Robert de, i. 30
— Square, i. 158, 198; ii. 10, 14, 24, 96
— Street, ii. 175
Derrick, Samuel, i. 196; ii. 23
Derwentwater, Earl of, i. 163
Devereux, General, i. 390
Devonshire Place, ii. 365
Diamond Jubilee, ii. 529
Dibdin, Thomas, ii. 168
Dickens, Charles, dinner to, i. 535
Dickson, G. F., ii. 369
— William, i. 220
Dickinson's Dingle, ii. 479
Dicky Sam, sobriquet, ii. 1, 101
Dig Lane, ii. 73. *See* also Cheapside
Dillwyn, William, i. 224
Dimoke, William, ii. 95
Dingle, the, ii. 450, 468
— — Poem on, ii. 469
— Lane, i. 606
Diorama, ii. 238
D'Ipres, Rankin, i. 28
Directory, first issued, ii. 20
Disfranchisement of Freemen, Bill for, i. 433, 443, 451
Dispensary, ii. 120, 162, 164
— Northern, ii. 77
Disraeli, Benjamin (Earl Beaconsfield), visit of, i. 525, 526; ii. 508
Dissenters, i. 134, 162
Distillation, i. 290, 293
Distress amongst the poor, i. 288, 290, 293, 308, 333, 359, 416, 488
— Meeting on, i. 398
Ditchfield, Edward, i. 80, 116
Dixon, John, i. 411
— Street, ii. 47
— William, ii. 340
Dobb, Thomas and William, ii. 308, 325
Dobbe, Robert, i. 39
Dobie, Hugh, i. 48
Dobson, Mr., of Gray's Inn, i. 120, 122
— Dr. Matthew, i. 208; ii. 132, 147, 355
— Richard, ii. 362
— Robert (Town-clerk), i. 77-78
— Susannah, ii. 133
— William, ii. 59
Dock Estate, History of, i. 551-607; ii. 539-550
— — Severance from Corporation control, i. 582-4
— Committee and Board, i. 563, 580, 585
Dock Dues, i. 224, 292, 295, 318, 322, 353, 377, 434, 481, 531, 554; ii. 504, 519, 536
— Trust, meeting for reform of, i. 448
— Rates on goods, imposed, i. 561
Docks, i. 159, 182, 196, 222, 252, 390, 482
— Old Dock, i. 171, 554, 561; ii. 11, 151, 290
— New and improved, ii. 544
— Offices, i. 562
— Strike, ii. 500
— Birkenhead, i. 498, 572-577
— Government Grant, i. 319
— Rating of, i. 588-592
— Space, ii. 524
— Steam on railway, ii. 523
Domery, Charles, ii. 44
Domesday Book, i. 7; ii. 2, 334, 418, 419, 445, 450
Donegal, H.M.S., i. 532
Done, Mr., i. 155
— Robert, i. 200
Doorways, old, i. 172
Doran, Felix, i. 247
Doughty, Michael (Member), i. 70
Douglas, River, i. 165, 170
— Sir Howard (Member), i. 447, 459, 460, 496, 503
Dover, Rev. George, ii. 408
— Thomas, i. 535
Dowling, Sylvester, ii. 81
Downe Street, ii. 317
Downward, R., i. 284
Downward's Sugar House, ii. 133
Dragon (privateer), i. 216
Dragonetti, i. 387
Dredging of river, ii. 542
Drew, Samuel, ii. 201
Drinkwater, George, ii. 367
— Sir George, i. 283, 325, 417, 437, 563; ii. 367
— James, i. 602; ii. 242, 367
— John, ii. 367
Drury Lane, i. 172, 182; ii. 90
Dry Bridge, ii. 89
Dry Dock, i. 356
Dryden Street, ii. 326
Dublin, Lord Mayor of, i. 545, 550
— H.M.S., ii. 86
— Street, ii. 47
Dubois, John (Member), i. 129
Duchess of Clarence, first Liverpool ship from China, i. 453
Ducking-stool, i. 217; ii. 67, 225
Duckworth, Henry, ii. 497

Duels, Bolton and Brooks, ii. 136
— Sparling and Grayson, ii. 372
Dufferin, Lord, i. 535
Duke of Argyll (ship), ii. 19
Duke Street, i. 171, 206, 327, 330, 342, 369, 476; ii. 266-277
Duke's Dock, i. 578
Dunbar, Sir George, i. 246, 247, 421; ii. 170, 210
Duncan, Admiral, i. 247
— George and Co., ii. 222
— Thomas, ii. 386
Dunkirk, i. 189
— Racer, i. 274
Durning, William, ii. 438
Dutton, Joseph, i. 340, 371
— Samuel and Joseph, ii. 15
— Street, ii. 43
— William, ii. 43
Dyson, T. F., ii. 358

EARL Moira Packet, shipwreck, i. 378
Earle family, ii. 152, 230
— Sir Hardman, i. 154, 376, 380, 448, 513
— John, i. 154; ii. 230
— Ralph, ii. 36, 147, 230
— Thomas, i. 247, 265, 307; ii. 230, 449
— William, i. 342, 389, 429, 459, 460, 504, 590; ii. 230
— Lieut.-Col. William, i. 264, 284; ii. 230, 362, 367
— Willis, i. 232; ii. 230
— Street, ii. 35, 39, 43
Earles and Carter, ii. 46
Easter Customs, ii. 302
East India monopoly, i. 143, 144, 235, 320, 415
— Meetings to oppose, i. 415, 426
— Trade, i. 205, 381
— Thrown open, i. 453
Eaton, Rev. Robert, i. 108
— Street, ii. 77
Eccles's morocco works, ii, 76
Eccleston, John de, i. 30
Echo, H.M.S., ii. 153
Edelmund, ii. 445, 451
Eden, John, i. 440
Edgehill, i. 318; ii. 422, 437, 443
— Tunnel, i. 475; ii. 509
Edge Lane, ii. 422, 437
Edgeworth, M., ii. 21
Edinburgh, Duke of, visits, i. 532, 547
Edmund, Joseph, ii. 39
— Street, ii. 20, 39, 69
Education, religion and, i. 491, 536
Edward the Confessor, i. 7; ii. 2, 418
— I., i. 18, 20, 21; ii. 53
— II., i. 20, 21; ii. 4
— III., i. 21, 23, 24, 25, 27, 29
— IV., i. 36
— VI., i. 47, 48
— VII. *See* Wales, Prince of
Edwards and Penny, ii. 18
Edwards, —, i. 454
Edwin, King of Northumbria, i. 5
Egerton Dock, i. 576
— Lord Francis, i. 491
— of Tatton, Lord, ii. 549
— Col. Peter, i. 103
— Sir Philip, i. 576
Eglinton, Earl of, i. 526
Elbow Lane, ii. 22
Eldon, Lord, i. 411
Eldridge, Captain Asa, i. 518
Election petition, i. 317
— of 1830, petition against, i. 425
— Committee on, i. 427
— Squibs, i. 199, 219, 228, 229, 243-5, 260-2, 272-4, 281-4, 301-7, 328-30, 343-8, 366-71, 439-40, 542-4; ii. 87
— Inquiry, i. 448
Elections, municipal, i. 247, 338, 357, 379, 391, 407
— Parliamentary, i. 20, 47, 49, 51, 53, 57, 64, 65, 70, 72, 74, 76, 79, 82, 118, 120-122, 123, 127, 129, 135, 136, 138, 141, 143, 148, 150, 154, 159, 161, 166, 170, 172, 174, 175, 183, 198, 201, 205, 206, 211, 218, 221, 228, 242, 259, 271, 272, 275, 278, 298, 326, 341, 362, 384, 398, 409, 417, 420-425, 430, 438, 446, 459, 485, 494, 496, 503, 512, 513, 517, 519, 523, 531, 534, 542, 546
Electric lighting, ii. 493, 498
— Supply, business acquired, ii. 526
Elgin, Earl of, i. 516
Elias, Owen, ii. 376
Elizabeth, Queen, i. 47, 55, 59, 67, 192; ii. 56.
Ellames, Pattison, i. 184; ii. 269
— Peter, ii. 269
Elinthorpe, Joseph, ii. 356
Ellesmere Port, ii. 548
Elliott, Captain, i. 191
— Sir Gilbert, ii. 173
— Street, ii. 112, 172-3
Ellis, Sir J. W., ii. 507

Ellison, C. O., ii. 135, 424
— Family, ii. 363
— Seacome, ii. 363, 378
Elmes, Harvey Lonsdale, ii. 180, 343
Elphinstone, Howard, i. 485, 486
Embargo on shipping, i. 268, 270, 290
Embassy to the Great Mogul, i. 144
Emilie St. Pierre (ship), ii. 357
Enfield, Dr. William, i. 501; ii. 98, 284
Engineering Laboratories, ii. 515
Englefield, Captain Thomas, i. 60
Entwistle, J. (Recorder), ii. 90
Episcopal See, ii. 497, 501
Erkenild, Roger de, ii. 66
Erle, Justice, i. 512
Erskine, Lord, i. 233
— — Speech of, i. 607
Erskine Street, ii. 424
Esbie, Mr, ii. 361
Escheats, i. 92, 100
Esmedune, i 7, 115; ii. 445, 451. *See also* Smedune
Essex, Earl of, i. 57
Esterhazy, Prince, i. 419
Etches, John, ii. 222
Etna (steam ferry boat), i. 336
Evans, Captain, drowned, i. 453
— Eyre, i. 494, 513, 569, 573, 590
— George, Rear-Admiral, i. 585
— Sir William David, ii. 108
— Sons and Co., ii. 152
Everard, William, i. 205, 208, 209; ii. 20, 108
Everton, i. 23, 27, 48, 95, 480, 482; ii. 332-387
— Beacon, i. 48, 64
— Brow, i. 318, 321; ii. 340, 346
— Coffee House, ii. 352
— Commons, lease of, ii. 336, 337, 365, 371, 378, 379
— Copyholds, treaty respecting, ii. 335
— Crescent, ii. 339
— Cross, ii. 351
— Manor, sale of, ii. 5, 335
— Population, i. 8, 480; ii. 338
— Road, ii. 349-351
— Terrace, ii 356, 359
— Toffy shop, ii. 352
— Valley, ii. 365
— Village, ii. 337, 351-355
Ewart, John, i. 417, 426, 429, 436, 437, 443, 448
— Joseph C. (Member), i. 512, 513, 517, 519, 524, 531
Ewart, William, i. 202, 342, 346, 568 210, 314, 341, 373
— William (Member), i. 415, 421-425, 427, 429, 430, 446, 447, 457, 459, 460, 477, 486, 526
— Myers and Co., ii. 31
— Rutson and Co., i. 286, 421
Exchange Alley, ii, 31
— Buildings, ii. 65
— Old. *See* Townhall
— New, i. 270, 288, 483, 534; ii. 25, 31, 32
— Street East, ii. 25, 31, 101
Exchequer bills, issue of, i. 251, 291, 293
Exhibition, Navigation (1886), ii. 514
— Jubilee, ii. 515
— Naval, ii. 519
Eyes, Charles, i. 208; ii. 160, 235, 378
— Edward, ii. 160
— Family, ii. 160
— James, ii. 160
— John, i. 208, 326; ii. 160
— Richard, ii. 160
Eyre, Justice, i. 163

FABIUS, Dr. Daniel, ii. 306, 347
Fairclough, Henry, ii. 15
— Lane, ii. 137
Fairfax, Sir Thomas, i. 98
Fairfield, ii. 438
"Fair" stones, ii. 23
Fairs, i. 22; ii. 24
Falkner, Major Edward, i. 247, 248, 264, 283; ii. 438
— E. D., i. 451; ii. 438
— Family, ii. 260
— Square, ii. 226, 261
— Street, ii. 226, 256, 261
Fancy dress balls, i. 388, 406, 414, 453
— Fairs, i. 507, 540; ii. 413
Farnworth, John, i. 532
Fawcett, Preston, and Co., ii. 282
— William, ii. 282
Fazakerleigh, Thomas de, ii. 35
— Robert, ii. 35, 411
Fazakerley, Captain, i. 117; ii. 6, 93
— John, i. 204
— Nicholas (16th century), ii. 35
— Nicholas (18th century), ii. 35
— Richard, i. 52
— Roger, ii. 35
— Samuel, ii. 35, 51
— Street, ii. 35

Fearon, Samuel, ii. 292
Fee farm rents, i. 17, 18, 20, 23, 26, 27, 28, 30, 32, 35, 37, 38, 46, 55, 73, 80, 102, 106, 114, 116, 582; ii. 125, 458
Fell's Library, ii. 156
Fenian conspiracy, i. 532, 533; ii. 505
Fenwick, Sir John, ii. 394
— Dorothy, ii. 88
— Sir William, ii. 88, 394
— Street, i. 111, 145, 172, 208; ii. 14, 65, 88-90, 93, 96
Ferrers, Agnes de, ii. 418
— Maria de, i. 18
— Robert de, i. 17
— William de, i. 17; ii. 334, 418, 419
Ferries, Rev. John, ii. 328
Ferry, i. 22, 26, 37, 46, 55, 62, 73, 80, 101-2, 114, 117, 118, 600
— First steamboats, i. 336
— South shore, i. 606; ii. 464
Fever Hospital, ii. 225
Fewter's Wynt, ii. 65
Finney, Joseph, ii. 109
Fires, incendiary, i. 386, 464
Fish Hall, ii. 171
— Market, ii. 96
— — New wholesale, ii. 517
— Wears, i. 142
Fisher Family, ii. 352
— Henry and Co., i. 377
— John, ii. 292, 314
— Rev. Moses, ii. 313
— Rev. Thomas, ii. 69
Fishguard invasion, i. 246
Fishing in the Mersey, i. 142; ii. 64
Fitzadam, William, i. 27, 29, 40; ii. 54, 63, 85
— John, ii. 85
Fitzmaurice, Lord Thomas, ii. 170
Fitzrichard, Adam (Member), i. 20, 27; ii. 390
Fitzthomas, Robert, i. 27
Fitzwarine, Henry, i. 9, 10
Fitzwilliam, Adam, ii. 102
"Flags," the, ii, 526
Flashes, the, i. 199; ii. 74
Fleet Street, ii. 278
Fleetwoode, Col. J., i. 103
Fletcher, Thomas, i. 376, 380
Floating bath, i. 326
Florida (Confederate cruiser), i. 528
Fogg, Rev. John, i. 105, 108
Folly Fair, ii. 303
— Gibson's, ii. 302
— Lane, ii. 302, 314
Fontenoy Street, i. 171; ii. 103, 121
Footpaths, dirty, i. 255, 351
Forde, Rev. Brownlow, ii. 110
Foreshore rights, i. 579
Foreigners prohibited, i. 174
Foresta, Carta de, ii. 418, 452
— Perambulatio de, ii. 419, 452, 455
Forfeitures of rebels, i. 100
Forgery of Notes, meeting on, i. 341
Formby, i. 170
— Gilbert, i. 108, 111
— John de, ii. 63
— John, i. 430
— Mrs. Margery, i. 117, 123
— Rev. Richard, ii. 423
— Street, ii. 46
Forrester, George and Co., ii. 76
Forts. *See* batteries.
Fortifications, i. 91, 106, 163; ii. 34
Forum, ii. 170
Forwood, Sir A. B., ii. 497, 503, 516, 531
— Sir Wm. B., ii. 503, 509, 539, 588
Foster, John, i. 230, 433, 470, 560, 564, 600; ii. 128, 143, 173, 187, 193, 211, 214, 224, 230, 243, 245, 264, 270, 349
— and Griffin, premises burnt, i. 464
— and Stewart, premises burnt, i. 464; ii. 210
— Samuel, ii. 481
— Thomas, i. 449, 462, 470
— — Presentation to, i. 456
Fowden Joseph, ii. 110
Fox, George, i. 125
— Street, ii. 326
Foxcroft, Thomas, ii. 210
France, war with, i. 187, 191, 239, 263, 284, 321
— James, ii. 363
— Thomas, ii. 84
Franceys, Samuel and Thomas, ii. 214
Franchise, i. 67
— Bill to restrict, i. 433, 450
— Fines for, i. 157, 164, 220
— Meeting on extension of, i. 409
Franklin, Joseph, ii. 288, 346, 442
Freckleton, Thomas, ii. 158
Frederick, Prince of Wales, ii. 281
— Street, ii. 281
Free Grammar School, i. 208
— School, i. 126; ii. 239
— — Hunter Street, ii. 308
— Trade agitation, i. 493, 513
Freedom, fines for, i. 164
— Selling of, i. 220

Freedom, mark of honour, i. 220, 412
Freemason's Hall, ii. 239
— Row, ii. 75
Freemen, i. 67, 68, 69, 74, 123, 157, 174, 202, 219, 390, 451
— Bill to disfranchise, i. 451
— Leyland medal for, i. 331
— Public meetings of, i. 414, 429
Freme, John Rowden, ii. 468
French Lea, i. 8, 9
— Prisoners, i. 247, 258, 273, 293; ii. 44
— Revolution (1789), i. 227
— — (1830), i. 417, 422
— — (1848), i. 504
Frog Lane, ii. 166, 174. *See also* Whitechapel
Frost, great, i. 320
Fry, Mrs. Elizabeth, i. 413
Fuller, John le, i. 30
Fulwood Moor, county meeting on, i. 85
Furnesis, Gilbert de, i. 8
Fuseli, H., ii. 165

GALLOWAY, Thomas, ii. 93
Gallow Field, ii. 296
Gallows Mills, i. 163; ii. 196, 315, 433
Gambier Terrace, ii. 259
Gaol, Borough, i. 223, 247, 293; ii. 43-4, 82
— County, ii. 409
— Mount Pleasant, i. 218, 293
— — Removal of, ii. 45
— Town Hall as, ii. 26
Gardner, R. C., i. 528; ii. 430
Garnett, Alexander, i. 50
— John, ii. 468
Garrison, i. 11, 103, 105
Garstang, i. 163
Gascoigne, Chief Justice, ii. 457
Gascoyne family, i. 107
— Bamber, i. 218; ii. 336, 440
— — jun. (Member) i. 218, 219, 221, 222, 228, 230, 231, 242; ii. 336
— Gen. Isaac (Member), i. 242, 245, 246, 259, 260, 262, 274, 275, 280, 297, 298, 299, 307, 313, 334, 341, 342, 347, 348, 349, 363, 369, 399, 400, 418, 428, 429, 431, 446, 449
— — Presentation of plate to, i. 399
— Major, i. 400
Gaskell, Sarah, ii. 57
Gaslighting introduced, i. 324, 351
Gaslight Co., i. 325, 351; ii. 120, 275, 319, 493
Gateacre, old Puritan Chapel, i. 502
Gates from Lathom House, i. 103
— at street ends abolished, i. 106
Gaunt, John of, i. 27, 28, 30, 31; ii. 54, 420
Gayney, A., ii. 26
Gee, Edmund, i. 46
— W. H., ii. 253
Geller, J. G., ii. 376
Geology, i. 2
George II., i. 190, 288
— III., accession, i. 198
— rejoicings on recovery, i. 226
— jubilee, i. 289
— mob attack on, i. 242
— death, i. 359
— statue of, i. 290; ii. 316
— IV., i. 270
— accession, i. 361, 371
— coronation, i. 377, 436, 563
— death, i. 417
George's Dock, i. 557; ii. 84, 545
— — Basin, i. 598
George Street, ii. 38, 69
Georgiana, first ship from China, i. 453
Gerard of Brandon, Lord, i. 125, 136
— Captain, ii. 118
— Dr. James, ii. 305, 403
— Peter of Crewood, i. 205
— Richard, ii. 156
— Sir Thomas (16th century), i. 49
— Sir Thomas (Member, 16th century), i. 70, 76
— Sir William, i. 298
— Street, ii. 305
Gerardot, Rev. Jean Baptiste, ii. 327
Gibb, Duncan, i. 421
Gibraltar Row, ii. 43
— Street, ii. 43
Gibson, John, R.A., i. 420, 504; ii. 60, 215, 216, 263
— Milner, i. 583
— William, ii. 91, 167, 302
Gibson's Folly, ii. 302
Gilbert de Furnesis, i. 8
Gildart family, ii. 326
— Francis, i. 175; ii. 112
— James, i. 200; ii. 16, 268
— — jun., ii. 16, 268
— Rev. James, i. 175
— Richard, ii. 268
— — (Member), i. 175, 183; ii. 219, 268
Gildart's Gardens, ii. 76
Gilead House, ii. 223, 433
Gill Street, ii. 71, 223

Gill's Lands, i. 50
Girlington, Sir John, i. 85
Gisborne, Thomas, i. 477
Gladstone, Sir John, i. 286, 299, 315, 316, 321, 341, 346, 381, 385, 388, 389, 390, 391, 394, 398, 402, 409, 415, 440, 451, 560, 568; ii. 241, 242, 247
— — Presentation of plate to, i. 391
— Thomas Stewart, i. 437
— Right Hon. William Ewart, i. 315, 474, 496, 505, 541; ii. 247, 506, 509, 532
— — speeches, i. 496, 541
— — Freedom of City, ii. 520
— Robert, ii. 497
— Robertson, i. 496, 517, 546; ii. 228, 241
Glasgow, i. 285
— Lord Provost of, i. 550
Glassmakers, i. 377
Glass Works, ii. 151, 282, 293
Gleave, Dr., ii. 350
— Street, ii. 350
Gloucester, Eleanor, Duchess of, i. 35
— Prince William of, i. 267, 373
— — Insult to, i. 270
— Place, ii. 426
Glover, George, i. 182
Golden Lion (whaler), i. 214, 297, 603
Goldsborough, William, i. 125
Goldsmidt, Sir Isaac Lyon, i. 573
Golightly, Thomas, i. 233; ii. 126
Goodall, Miss, i. 387
Goore, Charles, i. 201; ii. 63, 205
— and Bulkeley, i. 603
Gordon, Lieut.-Col., i. 176
— Captain, R.N., i. 414
— Riots, i. 218
Gore, John, i. 237; ii. 15, 20
— Johnson, ii. 20
Gore's Advertiser, i. 212; ii. 20, 116, 133
Goree Warehouses, i. 207, 557; ii. 84
— Fire at, i. 262; ii. 84
Goring, George, i. 247
— and Green, ii. 351
Gosmuth, Adam de, i. 18
Goss, Bishop (R.C.), ii. 288
Gossage, F. H., ii. 528
Gothic Rooms, ii. 164, 170
Government help in depression, i. 477
Gower, Sir John, ii. 7
Gradwell Street, ii. 277
Grafton Street, i. 483
Graham, Colonel, i. 176
— General Arthur, ii. 17
Graham, Right Hon. Sir James, i. 515
Grammar School, ii. 55, 150
Grant, Charles, i. 421
— Mrs. Francis, ii. 507
— George, i. 426, 451
— General U., visit. ii. 494
Graves, S. R. (Member), i. 527, 531, 532, 534, 535, 539, 541
— Funeral and monument, i. 542
Graving Docks, i. 587, 596, 604
Grayson, Charles, i. 429
— Edward, ii. 372
— G. E., ii. 283
— Street, ii. 293
Great Britain (steamer), i. 594
— Charlotte Street, ii. 96, 173
— Crosshall Street, i. 465; ii. 74, 121
— Eastern (steamer), i. 526
— George's Square, ii. 287
— — Street, i. 300; ii. 289, 290
— Float, i. 551; ii. 541
— Heath, i. 114
— Homer Street, ii. 326, 361, 364
— Howard Street, i. 223, 247, 293; ii. 43, 48
— Liverpool (steamer), ii. 235, 265
— Richmond Street, ii. 318
Greaves, Major Joseph, i. 264
Grecian Terrace, ii. 371
Greek architecture, ii. 193
Greeks, meeting in aid of, i. 380
Green Bank, ii. 454, 472
Green, Guy, ii. 131, 132
— Isaac, i. 107, 218; ii. 336, 420, 421
— Mary, ii. 421
— Thomas, i. 300, 327, 399
Greenacres, Thomas (Member), i. 57
Greenland Street, i. 559; ii. 294
— Whale fishery, i. 603; ii. 294
Gregson, Bridge and Park, ii. 373
— and Bullen, ii. 318
— John, ii. 20, 127, 272, 348
— Matthew, i. 208, 209, 562; ii. 14, 311, 318, 338
— Parkes and Clay, ii. 127
— William, i. 204; ii. 348
— William, jun., ii. 348
Gregson's Well, ii. 20, 127, 347
Greig, Major, C. B., i. 512, 533
— — Presentation to, i. 545
— — Death of, ii. 506
Grellier, William, ii. 107
Grenelf, William de, i. 27
Grenfell, Mr. and Lady Georgiana, i. 374

Grenville's Act, i. 168, 193
Grey, Earl, i. 422, 457
Griesbach, i. 387
Griffith, Alice, i. 38, 46
— David Ap., 37, 38
Griffiths, Wm., Coaches of, i. 208
Grignon, Thomas, ii. 164
Grimsby, Simon de, ii. 2
Grinfield Terrace, ii. 466
Grosvenor of Eaton, i. 56
— Sir Thomas, ii. 207
— Street, ii. 320
Guild merchant, i. 12, 67, 68, 76
Gunpowder, i. 212, 529
Gymnasium, ii. 253
— Public, ii. 448

H. P. Riots, i. 293
Habeas Corpus Act, i. 137
— suspension of, i. 336, 337
Hacking, John, ii. 66
Hackin's Hey. i. 111, 171; ii. 67, 105
Hackney coaches, i. 208, 220; ii. 95
Hadfield, ii. 107
— Rev. —, ii. 361
Hadwen, Isaac, i. 398
— Joseph, i. 396; ii. 195
Hale Hall muniments, i. 118
— trees destroyed. i. 488
— Street, i. 135
Hall, Ald. Bernard, ii. 502
— Peter, i. 151, 152, 153
— Thomas James, i. 470
Halliday, William, ii. 352
Halsall, Sir Cuthbert, i. 71
— Edward, i. 69
— Henry, ii. 341, 371
Halsall, William, ii. 341, 351
Hamilton, Duke of, i. 104
— Lady Emma, ii. 90
— Lord George, ii. 519
— Lord Claude, ii. 502
— Miss, bequest of, ii. 507
Handforth, John, ii. 37
Hangfields, ii. 379
Hangfield Lane, ii. 379
Hanover Street, i. 171, 172; ii. 151, 154, 172, 266
Hanse, the, i. 12, 13
Harding, William, ii. 380
— Rev. William, ii. 477
Hardman, James, i. 184
— John (Member), i. 183, 184; ii. 18, 248
— Street, ii. 248-251
Hardware, Henry, i. 188
Hargrave, Francis, i. 320
Hargreaves, James (brewer), ii. 72
— J., i. 324
— Buildings, ii. 65
Harley, Secretary, i. 157
Harper (trumpeter), i. 387
— William, i. 267, 282; ii. 355
Harriet (privateer), i. 236
— (ship), i. 325
Harrington, ii. 459-60, 541
— Dock Company's estate, i. 571, 605
— Family, ii. 86
— John, ii. 131
— Street, ii. 131
— Water Company, i. 249, 499
Harringtons of Huyton, i. 149
Harris, Rev. George, ii. 241
— Rev. Raymond, S.J., i. 225; ii. 69
Harrison, Captain, i. 526
— Thomas, ii. 59, 237, 278
— Street, ii. 122
Hartley, Jesse, i. 564, 570, 593
— W. P., gift of, ii. 535
Harvey family, ii. 73
— John, i. 363, 368
— Mrs. Margaret, ii. 496
— Robert Ellison, i. 363
— William, ii. 190
Haselden, Henry, i. 425
Hassall and Co. (shipbuilding yard) i. 292
Hassam, Prince (of Egypt), visit of, i. 536
Hasting the Dane, i. 6
Hatton Garden, ii. 74, 103, 121
Hausburg, F. L., ii. 162
Havannah (frigate), i. 292
Havens, old and new, i. 51, 52
Haweswater, ii. 555-6
Hawksley, Sir Thomas, C. E., ii. 198, 555, 557
Hawthorne, Nathaniel, ii. 100, 272
Hay, John and William, ii. 194
Hay Ward, ii. 325
Hayes, Dr., i. 205
Haymarkets, ii. 175, 190, 228, 329, 498
Headlam, i. 583
Headless Cross Field, ii. 376
Heath, Great, i. 114; ii. 125, 176, 302
Hemans, Mrs., ii. 270-1
Henderson, Rev. John, ii. 40, 97
Henry I., i. 7
— II., i 7, 10
— III., i. 11, 12, 67, 68; ii. 33
— IV., i. 31
— V., i. 31

Henry VI., i. 32, 33
— VII., i. 37
— VIII., i. 38, 39, 42, 44, 46, 47
Henry Street, ii. 276
Henry Edward Street, ii. 122
Herculaneum Docks, i. 571, 577, 587, 606; ii. 541
— Pottery, i. 377, 571, 606; ii. 267, 295, 466
Hereford, i. 98
Hesketh Bank, i. 170
— Sir Thomas, i. 54
— William, ii. 57, 64
Heyes, family of, Everton, ii. 355
— Thomas, ii. 355
Heywood, Arthur, i. 232, 273, 283, 307, 344, 373, 388, 398, 462; ii. 18, 152
— B. A., i. 319
— Benjamin, i. 232; ii. 17, 18, 152
— Family, i. 232; ii. 17
— John Pemberton, i. 519
— Rev. Nathaniel, i. 108
— Oliver, ii. 17
— Sir Percival, ii. 376
Heywood's Bank, ii. 15, 17, 99
— Park, ii. 514
Heyworth, James, i. 459; ii. 368
— Laurence, i. 398, 459, 460, 462
— Ormrod, ii. 369
— Street, ii. 357, 377
Higgins, Rev. H. H., ii. 232
Higginson, John, ii. 357
— Jonathan, ii. 357
High Cross, i. 11, 58, 96, 106; ii. 10, 13, 25, 96
— Level bridge proposed, ii. 301
— — railway, i. 596
— Street, i. 11, 44, 182, 206; ii. 25, 27
— — Edgehill, ii. 446
Highfield Street, i. 279; ii. 72
Highlord, John, i. 80, 116
Highway Board, i. 501
Hilbre Isle, i. 72, 73
Hilcoat, Rev. Dr., ii. 68
Hill Side, ii. 367
— Street (N. Shore), ii. 46
Hilton, William, R.A., ii. 11, 194
Hincks, Rev. George, ii. 241
— Rev. William, ii. 241
Hind, John, ii. 368
Hinrichson, Captain, ii. 288
— Family, murder of, ii. 288
Hirsch, Rev., ii. 112
Hobart, Lord, i. 265
Hobery, Rev., ii. 39
Hobhouse, Sir J. C.,
Hoche, General, i. 246
Hockenhall Alley, i. 111; ii. 118
— Henry, ii. 118
— John, ii. 56
Hockenhull, Thomas, i. 45, 75; ii. 118
Hodges, Secretary, i. 149
Hodgson, —, i. 51
— Adam, i. 394, 398, 401, 411, 425, 446, 456; ii. 380
— David, i. 337, 415, 459, 500; ii. 361
— Ellis, L., i. 232
— Henry, ii. 19
— Thomas, i. 92, 148
— — of Everton, ii. 354
— Street, ii. 354
Hodson, Rev. F., i. 259
— John, ii. 248
Hogg, Thomas Jefferson, i. 453
Hogs Hey Nook, i. 580
Hoghton, Sir Henry, i. 335
Hokenhall, Thomas, i. 45
Holcroft, John (Member), i. 82, 99, 101; ii. 392
— Thomas, i. 46
Holden of Preston, ii. 482
Holdens, the (tide-tables), i. 188
Holland, Captain Benjamin, i. 188
— Captain Nehemiah, i. 180
— Richard, ii. 98
— Col. Richard, i. 88, 89, 91, 93
— Sir Robert de, i. 23; ii. 334, 456
Hollinshead, Col. H. Blundell, i. 238, 247, 264, 286, 304, 307, 327, 338, 339, 347, 349, 359, 361, 363, 381, 384, 385, 391, 393, 569; ii. 293
— Ralph, i. 121
Holme, Arthur H., ii. 47, 194, 250, 258, 329, 366, 408, 478
— James, sen., ii. 365
— James, jun., i. 519; ii. 366
— Samuel, i. 451, 454, 474, 476, 486, 504; ii. 301, 366
— Samuel and James, ii. 211, 366
Holmes, Henry, and Sons, ii. 299
— Isaac, i. 573
— John, i. 284, 425; ii. 340
Holroyd, Justice, i. 374
Holt, Capt. (1645), i. 102
— George, i. 513; ii. 256, 438, 440
— John (Walton), ii. 211
— R. D., ii. 520, 522
Holts, James of the, i. 32
Hongfields, ii. 336
Hood, Lord, i. 221
Hope Hall, ii. 231-33
— Martha, ii. 349
— Peter, i. 456; ii. 358

Hope, Samuel, i. 394, 398, 411, 415, 426, 476; ii. 250, 356
— William, ii. 134, 250
— Street, i. 205; ii. 207, 250
Hopkins, Thomas and Co., ii. 67
Hornby, Hugh, i. 448, 504, 513
Hornby, Hugh F., collection, ii. 534
— Thomas D., ii. 518, 539, 540
— Dock, ii, 540
Hornby's Brewery, ii. 72
Horrox, Jeremiah, ii. 480
Horse Corn Mills, i. 112; ii. 13
— Races, i. 56, 175
Horsfall, Charles, i. 445, 452, 459, 469; ii. 363
— George, ii. 483
— Robert, ii. 487
— Thomas Berry (Member), i. 448, 451, 452, 455, 457, 459, 476, 505, 506, 509, 510, 513, 518, 519, 523, 531, 532, 534; ii. 500
Hospital, Northern, ii. 49, 527
— Southern, i. 507, 539, 540; ii. 465
— Sunday collections, i. 535
— for Incurables, ii. 507
Hotham Street, i. 351; ii. 195-202
"Hot-pots," ii. 510
Houghton, Edward, ii. 326
— John, ii. 121, 308
— Lord, i. 535
— Thomas, i. 44
— Street, ii. 141, 170, 171
Houlston, Dr. Thomas, ii. 64, 167
House rents, i. 145
Houses first numbered, i. 208
Howard, John, i. 216, 223; ii. 43, 81
— John (brewer), i. 200
— Richard, i. 57
Howe, Lord, i. 238
Hoylake, i. 136, 170, 379
Huggin, Rev., ii. 476
Hughes, John, M.D., ii. 465, 473
— John, ii. 507
— (American Chargé d'Affaires), i. 387
— Richard, ii. 107, 202
— Sir Thomas, ii. 528
Hughson, Gilbert, ii. 296
Hull, Rev. Edward, i. 440
Hulme, Richard de, i. 30
Hume, Rev. Dr., ii. 78, 497, 504
— Joseph, i. 380
Hundred Court, ii. 3
Hunter, Roger, i. 342
— Mr., i. 449
— Rowland, ii. 306
Hunter Street, ii. 105, 306
Hurricanes, i. 51, 175, 239, 251, 256, 259, 380, 488, 525; ii. 96
Hurst, William, i. 153, 154
Huskisson, William (Member), i. 384, 385, 387, 393, 394, 396, 398, 400, 402, 409, 417, 419, 420, 504, 563
— — presentation of Plate to, i. 397
— — Meeting for memorial to, i. 420
— — Statues of, i. 504; ii. 263
— Dock, i. 580, 594; ii. 50
Hustings, ii. 30
— abolished, i. 534
Hutchinson, Captain William, i. 188
Hutchison, Robert, i. 527, 531
Hutte, The, in Hale, mansion of, i. 107
Hyde, Col. Robert, i. 93
Hydraulic towers and machinery, i. 593

IBRAHAM Pasha, visit of, i. 500
Illuminations, i. 226, 290, 318, 321, 487, 518, 529; ii. 515
Imperial Fire Office, i. 262
Incledon, Charles, ii. 168
India, first ship from, i. 324
— growth of, i. 359
Indian famine, meeting on, i. 527; ii. 529
— Mutiny, fast on, i. 521
— — Meeting on, i. 520
Industrial Schools, i. 537
Infangenethef, i. 12
Infirmary and Seaman's Hospital, i. 181, 185; ii. 178, 206
— New (Royal), i. 378; ii. 179, 224, 516, 518
Inge, William, i. 19
Ingram (Privateer), i. 214
— Captain William, i. 191, 201
Inland navigation, i. 165
Inns, number of, i. 197
Inns, hotels, and taverns—
Adelphi, i. 400, 452; ii. 203, 206, 207
Angel, ii. 105, 107, 117
Bates's, ii. 127
Black Bull, ii. 213
— Horse and Rainbow, ii. 103
Boyd's, ii. 350
Brown Cow, ii. 127
Bull, ii. 121
Bull and Punchbowl, ii. 106, 107, 118

Inns, hotels and taverns—
Castle, ii. 127
Coach and Horses (Whitechapel), ii. 117
— — (Low Hill), ii. 424
Cross Keys, ii. 104, 106, 117
Crown, i. 135; ii. 97, 117
George, ii. 500
George and Dragon, ii. 104, 107
Golden Fleece, i. 204; ii. 106
Golden Lion, i. 198, 280, 299, 400, 451, 459, 568; ii. 22, 105, 106, 116
Golden Talbot, i. 116, 203
Hammer and Anvil, i. 125
Hinde's, ii. 63
Horne's Mersey Hotel, ii. 63
King's Arms, i. 398, 408, 411, 433, 459; ii. 88
Lillyman's, i. 315; ii. 22
Liverpool Arms, i. 298, 299, 316, 319; ii. 22, 88
Loggerheads, ii. 339
Mayor's house, i. 125
Merchants' Coffee-house, ii. 62
Mermaid, i. 135
Millstone, ii. 23, 116
Nag's Head, ii. 116
Neptune, i. 373
New Hotel, ii. 127
Pig and Whistle, ii. 70
Pine Apple, ii. 474
Rose, i. 135
Rose and Crown, i. 135
St. George's Coffee-house, ii. 15
St. George's, Everton, ii. 370
Saracen's Head, ii. 116, 117
Ship, ii. 70
Star and Garter, ii. 148
Talbot, i. 280; ii. 88, 116
Unicorn, i. 135
Waterloo, ii. 205
White Bear, ii. 118
— House, ii. 206
York, i. 373, 408, 429, 433, 474; ii. 166
Insurance, i. 187, 295
International Hotel failure, ii. 118
Invasion, threats of, i. 246, 247, 268
Ipres, Rankyn d', i. 28
Ireland, George (Member), i. 76
— Sir Gilbert (1629), i. 80
— — (Member), i. 103, 107, 118, 119, 120, 121, 122, 124, 125, 127, 557
Ireland, communication with, i. 8, 11, 126; ii. 3
Ireland, Distress in, meeting on, i. 380
— poor laws, meeting on, i. 452
Irish Church, meetings to support, i. 453, 455, 468
— Clergy, i. 468
— Distress, i. 380, 452
— Education Society, meeting, i. 485
— Estate, grant of, i. 102
— Famine, i. 499
— Imports, i. 73, 185
— Masons, i, 54
— Merchandise seized, i. 100
— Population, i. 196; ii. 353
— Rebellion (1641), i. 91
— — (1798), i. 247, 248, 251
— Repealers, threatened riots, i. 505, 506
— Tithes, i. 455, 473
— Volunteers (Active Service Section), ii. 535
Irving, Rev. Edward, i. 302; ii. 245, 260
— Washington, ii. 84
Irwell River, i. 138, 170
Islay, i. 190
Islington, ii. 313
— Market, ii. 303
— Terrace, ii. 305, 313
"Itinerant, The," i. 281

JACKSON, Sir William, i. 574; ii. 160
Jackson's Dam, i. 565; ii. 463
Jacobites, i. 137
James I., i. 73, 74, 76, 192; ii. 335
— II., i. 130, 132, 133, 134
— Isabel, ii. 95
— Captain John, ii. 95
— Roger, ii. 95
— Street, i. 111; ii. 4, 14, 95, 96
— William, ii. 134, 172
James Adger (American ship), ii. 357
Jameson, Roger, i. 58
Jamieson, M., i. 452
Japanese Embassy, visit of, i. 528, 541
Jee, J. Denison, ii. 447
Jeffery, J. R., i. 201; ii. 158
— and Morrish, ii. 158
— William, ii. 159
Jeffreys, Judge, i. 130
Jejeebhoy, Sir Jamsetjee, visit, i. 492, 526

Jeland, Adam de, ii. 3
Jericho Farm, ii. 453
Jermyn, Harry (Member), i. 79
Jevons, W. A., ii. 497
John, King, i. 8, 9, 584; ii. 3, 451
— of Gaunt, i. 27, 28
— Street, ii. 107-109
Johns, Sir Thomas, i. 163
Johnson family (of Everton), ii. 348, 354, 358
— John (of Everton), ii. 354
— John (Hatton Garden), ii. 307, 313
— John and Richard, ii. 121
— John (brewer), ii. 21
— Rev. John, i. 178; ii. 175, 318
— Joseph, ii. 20, 21
— and Payne, ii. 21
— Thomas, sen., i. 111, 117, 119, 124, 138, 140, 148; ii. 111
— Sir Thomas (Member), i. 141, 148, 149, 150, 151, 152, 153, 154, 155, 156, 158, 159, 161, 163, 166, 167, 168, 172, 175, 178, 185, 205, 553, 560; ii. 7, 10, 31, 58, 111, 154, 155
— Thomas, i. 191, 205; ii. 36, 262
— Street, ii. 121
— William (Member), i. 74
Johnson's Alley, ii. 65
— Brewery, ii. 268
Joinville, Prince de, i. 526
Jones, Archdeacon, i. 520; ii. 241
— Morris, ii. 88
— Paul, i. 214, 217
— and Sons, ii. 22, 104
— Watkin Llewellyn, i. 363
Jordan, Francis, i. 284, 390, 403, 417, 436
— John, ii. 196, 197
— River, ii. 453
— Street, ii. 294
Joseph, Elias, ii. 127
Jubilee, Victorian (Exhibition, &c.), ii. 515
Judges' Lodgings, i. 468; ii. 311, 431
Juggler Street, i. 52, 62; ii. 25, 27, 104. *See also* High Street
Juniper Street fire, ii. 521
Justices, i. 183, 288

KALEIDOSCOPE, The, ii. 130
Kaye, Thomas, ii. 16, 130
Kean, Edmund, i. 324, 375
Keelynge, Dionysius, i. 26
Keith, George, ii. 21
Kelly the Butterman, ii. 171
— Rev. John, i. 477; ii. 200
Kemble, John Philip, i. 331; ii. 168
Kemp, Edward, ii. 412, 415
Kendall, Henry de, i. 24
Kenmure, Lord, i. 163
Kennels, Corporation, ii. 317
Kensington, ii. 433
— Reservoir, ii. 434
Kent, Elizabeth, ii. 274
— Joseph, ii. 274
— Randle, ii. 274
— Richard, ii. 273-4, 294
— Square, ii. 286
— Street, ii. 273
Kenyon, Dr. ii. 469
— Lord, i. 458, 589
Kenyon's steps, ii. 11
Key Street, i. 171; ii. 68
Kind's Museum, ii. 147
King Alfred, ii. 360
— Street, ii. 141
King's Dock, i. 558, 559, 602
— Ferry, i. 337
Kingsmill (Ship), i. 321, 323
King's rental, i. 39; ii. 66
Kinnear, John, Trial of, i. 353
Kirby, John de, ii. 13
Kirkdale, i. 48, 480, 482, 571; ii. 33, 335, 388-416
— Cattle Market, i. 417
— Road, i. 483
— Village, ii. 397, 408
Kirkham, i. 90
Kirkman and Co., ii. 75
Kirkpatrick, Rev. Dr., ii. 242
Kitson, Captain, i. 398
Knibb, Rev. William, i. 444
Knight Street, ii. 281
— John, i. 200
Knowles, William, i. 182; ii. 106
Knowsley, i. 120, 121, 531, 533
Knox, Rev. A., i. 518
Knyvett, i. 252, 388; ii. 156
Kutusoff, General, i. 334
Kyrkedale, Quenilda de, ii. 389
— Roger de, ii. 389

LACE Street, ii. 122
Lacroix, Philip, ii. 283
— Lydia Ann, ii. 283
Ladies' Walk, Duke Street, ii. 268,
— Oldhall Street, i. 377; ii. 35-37, 100
Lady Granby (Privateer), i. 214
Lafone, i. 394

Laird, William, i. 572
Laird's shipbuilding yard, i. 355, 604
Lake, Charles William, ii, 273
— Thomas, ii. 273
— district for water supply, ii. 554
Lambesthorne, ii. 453
Lancashire and Yorkshire Railway, ii. 48, 523
Lancaster, i. 47, 90, 162, 163; ii. 107
— Castle, ii. 3
— Duchy of, i. 571
Lancaster, Earls of
1. Edmund Plantagenet, i. 18, 19, 20; ii. 2, 334, 419, 445, 456
2. Thomas, i. 21, 23; ii. 226, 334, 419, 445, 456
3. Henry, i. 21, 22, 23, 25; ii. 53, 419
4. Henry, i. 25, 420
— Dukes of—
1. Henry, i. 26, 27; ii. 5, 54
2. John of Gaunt, i. 27, 28, 30, 31; ii. 54, 420
3. Henry of Bolingbroke, i. 31; ii. 420
Lancelot's Hey, i. 111; ii. 64
— Fire, ii. 508
Lancelot, Thomas, ii. 64
Lancelyn family, ii. 274
Land, prices of, ii. 13, 161
Landing-stages, Birkenhead, i. 588
— Conflagration of, i. 599
— Old, i. 555
— Prince's, i. 520, 586, 597, 598
— — later improvements, ii. 524, 542, 544
— St. George's, i. 578, 600
Lane, Sir George, i. 119, 121, 122, 123
Langdale, Lord, ii. 247
Langham, Sir John, i. 122
Langton, William (Recorder, 1645), i. 101
— William, i. 376; ii. 540
— Dock, ii. 539, 540
Lardner, Dr. Dionysius, i. 486
Lassell, William, ii. 428
Latchford, i. 89
Lathom House, i. 84, 88, 95, 101, 102, 103, 173
— Isabel de, ii. 79
— Richard (of Allerton), i. 184
— — (Surgeon) i. 131
— Sir Thomas de, i. 33, 35, 36; ii. 79
Laurence, Edward, ii. 497
Lavater, John Caspar, ii. 211
Law Courts opened, i. 512
Lawrence, Charles, i. 341, 376, 388, 400, 438, 439, 446, 447, 459, 460, 504; ii. 439
— George Hall, i. 504, 513, 573
— James, i. 499
— Edward, i. 531
Lawton Street, i. 389, 464
Leases, Corporation, i. 156; ii. 10
Leasowe Castle, Royal visit to, i. 547
Leather Hall, ii. 71
Leathom, Thomas, i. 425, 438
Leece, Miss, i. 601
— William, i. 601
— Street, ii. 244
Leeds Street, ii. 38, 41
— and Liverpool Canal, i. 207, 562, 572, 578; ii. 48
Legh of Lyme, Egerton, ii. 429
— Sir Piers, i. 49, 56
— R., i. 125
— Thomas (Member), i. 131, 135
— — M.P. for Newton, ii. 429
Le Grey family, ii. 420
Leigh, John, i. 344, 363; ii. 48, 112, 171, 403
— John Shaw, i. 469; ii. 48, 171, 442
— of Oughtrington, George, i. 161, 184; ii. 39, 135
— Roger, i. 280, 282, 344
— Trafford, ii. 135
Leland, John, Itinerary of, i. 45, 46, 63; ii. 81
Levies, i. 136, 241
Levy, B. W., ii. 527
Lewin, Rev. Robert, i. 304; ii. 241
Lewis, David, bequest, ii. 527
— T. D., ii. 169
Leyland and Bullins, i. 462; ii. 141
— Clarke, and Roscoe, ii. 142
— Richard, i. 459, 460, 462
— Thomas, i. 271, 323, 326, 328, 331, 341, 357, 363, 369, 375, 430; ii. 96, 141, 143, 154, 269
Library, Museum and Gallery of Arts, established, ii. 300
— — Foundation stone laid, i. 519; ii. 301
— — Mayer collection, ii. 301, 512
— — Opened, i. 256; ii. 301
— — Art Gallery, i. 546; ii. 165
— First public (St. Peter's), ii. 156
Licensed Victuallers' Asylum, ii. 427
Lichfield, Bishop of, ii. 53

Liddell, Hon. H. T. (Member), i. 513, 517
Lifting, custom of, i. 256, 257; ii. 302-304
Lightbody Street, ii. 314
Light Horse, Liverpool i. 247, 248, 356, 361
Lighthouses, i. 124, 125, 406, 557; ii. 541
Lighting streets, i. 106
Lightoller, Thomas, ii. 39, 188
Lilburne, Colonel John, i. 105
Lime Street, i. 95; ii. 190
— — Station, i. 475; ii. 187, 510
Limekilns, ii. 190
Linaker, Mrs., ii. 224
Lind, Jenny, i. 507
Lindley, i. 387
Lister, Rev. James, ii. 191, 221, 253
— Lord, ii. 526, 528
Litherland, i. 8, 9
— Davies, and Co., ii. 157
— Peter, ii. 157
— Whiteside, and Banning, ii. 157
Litt, W. P., i. 282, 299, 302, 303
"Little Britain," ii. 69
Littledale, Thomas, i. 401, 402, 506, 512, 514, 517; ii. 228
Littledales, i. 347
Liver, The, ii. 19
— Theatre, ii. 166
— (bird on arms), i. 15
Liverpol, Richard, i. 19
Liverpool, Earl of, i. 247, 297
— Earldom of, i. 16
Liverpool, first mention of, i. 8
— Name of, i. 16
— (Privateer), i. 188
— Blues, i 178, 215
— Decay of, i. (1463) 35, (1515) 38, (1545) 45
— Ancient site, i. 4
— Boundaries, i. (1541) 48
— Extent of, i. (1300) 12
— Loyal Regiment, i. 178, 251
— Institute, i. 394, 465, 489, 521; ii. 257
Liverpool Chronicle and Gazetteer, ii. 19
— and *Lancaster Herald*, ii. 19
— *Times*, ii. 18
— Lyceum Library, i. 208, 381; ii. 108, 134, 237
— and London Chambers, ii. 25, 27, 103
— and Bury Railway, ii. 47, 399
Liverpool and Manchester Railway, i. 418, 446
Liverpull, William de, i. 27
Livesley's Pottery, ii. 318
Livingstone, Dr. David, i. 521, 526
Lloyd, Edward, i. 183, 184
— J. Buck, i. 515, 516; ii. 180
— J. L., i. 220
— Salusbury, i. 173
Loan Bill of 1793, i. 243
Lock Hospital, ii. 224
Lockett, John, i. 513
Lockwood, H. F., ii. 410
Lockwoods (Shipwreck), i. 488
Lodge, Adam, i. 362, 368, 371, 451, 454
— Lane, ii. 456, 484
Lodges and Tooth, Messrs., i. 362
Logan, Crawford, ii. 405
— James, i. 513
London, i. 25, 115, 205, 249, 291
— and N. W. Railway, ii. 134
— Lord Mayor entertained, i. 545, 550; ii. 507
— Road, i. 163; ii. 192, 433
— Settlers from, i. 111
— Lord Mayor's remonstrance, i. 139
— Morning papers, ii. 270
— Water supply, ii. 556
Londonderry, Marquis of, i. 384
Long Parliament, i. 83, 129
Lord Street, i. 114, 115, 117, 144, 147, 171, 223, 394, 483; ii. 107, 125-130
— — Footbridge, i. 114, 117
— Mayor, First, ii. 522
Lordship of Liverpool, sale of, i. 79
— — Purchased by Lord Maryborough, i. 80
— — Disputes respecting, i. 114, 116
Lott, Captain, i. 586
Lottery office, ii. 18
Lotty Sleigh, explosion of, i. 529
Louis XVI., execution of, i. 235
Love Lane, ii. 43, 46, 100
— — Lord Street, ii. 134
Low Hill, i. 5; ii. 417, 422, 424, 433
Lowe, Right Hon. Robert, i. 583
Lower Castle Street, ii. 86
Lowestoft (Frigate), i. 188
Loy, Margaret, ii. 13
Lucas's Repository, ii. 517
Lucy, Sir Fulk, i. 125
— and Littler, ii. 415
Lumber Street, ii. 69
Lunatic Asylum, ii. 179, 180, 213

Lurting, John, ii. 34
— Peter, i. 111; ii. 11, 27, 61, 131, 138
Lyceum. *See* Liverpool (Lyceum) Library
Lyddell, William, i. 57
Lydia Ann Street, ii. 283
Lying-in Hospital, ii. 253
Lyme, Oliver, i. 133, 137
Lynacre, John de, ii. 102, 131, 325
Lyndhurst, Lord, i. 411
Lyon, Captain, i. 441
— Dr., ii. 108
Lyons, Rev. John, ii, 323
Lyster, G. F., i. 588, 604

MACARTNEY, Dr., ii. 373
M'Avoy, Miss, i. 337
M'Conkey, Rev. A., ii. 323
M'Creery, J., ii. 200
Macfie, R. A., ii. 232
— and Company, ii. 105
M'George, John, ii. 353, 418
Macgill, Rev. Thomas, ii. 232
M'Ghee, Rev. R J., i. 486
Macgregor, Alexander, ii. 367
MacGuffie, John, ii. 18
Mackay, T. M., i. 520
M'Kenzie, ii. 381
Mackenzie, Forbes (Member), i. 512, 513
M'Knight, Nathaniel, ii. 340
Mackworth, Sir Digby, i. 503
M'Neile, Rev. Hugh, i. 458, 471, 472, 475, 476, 477, 485, 486, 518, 520, 536; ii. 478
Macpherson, Rev. James, ii. 200
Macclesfield, Earl of, i. 136, 150; ii. 7
Machinery, export of, prohibited, i. 292
Magewom, ii. 453
Magistrates, i. 183, 288
Maguire Street, ii. 76
Maiden's Green, ii. 37
Mail coaches, i. 222; ii. 116
Mainwaring, i. 63
Majestic (H.M.S.), i. 528
Makyn of Kenyon, ii. 113
Malibran, Madame, i. 420, 453, 475
Malmesbury, Earl of, i. 5, 526
Man, Isle of, i. 90, 97, 98, 105
— Lordship of, ii. 80
Manby, Aaron, ii. 264
Manchester, i. 46, 51, 85, 86, 87, 90, 92, 100, 101, 105, 142, 143, 162, 163, 179, 193, 327, 355-7
Manchester Basin, i. 559, 600
— Manufactures, i. 168
— Street, ii. 112, 300
— Ship Canal, i. 392; ii. 522, 546
— Water supply, ii. 556-7
Manesty (Q.C.), ii. 161
— Joseph, ii. 19
— Lane, i. 219; ii. 147, 151
Manly (Custom Surveyor), i. 151, 152
Mann's Island, i. 600
Manners, Lord John, i. 503
Manorial Rights, i. 114
Mansfield, Lord, i. 183
Mapleduram, Richard de, ii. 66
Maps—
(1646), i. 103
Chadwick's (1725), i. 170; ii. 55, 86, 151, 189, 266, 281, 282, 555
Eyes's (1725), ii. 67, 135, 189, 209, 266
— (1765), ii. 67, 213
— (1768), ii. 213
— (1785), ii. 121, 173, 235, 326
— (1796), ii. 311
Gage's, i. 482
Bennison's, i. 482
Horwood's (1803), ii. 34, 68, 175
Perry's (1769), i. 206; ii. 71, 119, 126, 131, 174, 206, 209
Yates and Perry's (1769), ii. 437, 472, 484
Mara, Madame, i. 252
Marble Street, ii. 170
Mardyke Fort, ii. 63
Marine Parades, i. 595
— Society, i. 188
Market Place, i. 59
Markets, i. 22, 26, 50, 80, 171, 182, 380, 560; ii. 8, 9, 10, 12, 24, 31, 71, 115, 126, 173, 189, 223, 290, 303, 330, 498, 502, 516
Marlborough, Duke of, i. 150
Marsden, Rev. Thomas, i. 146
Marsh, William, ii. 291
Marshal Belleisle (Privateer), i. 189
Marshall Street, ii. 107, 126, 134
Marston Moor, Battle of, i. 96
Martin, Hope, and Thornely, i. 286
— Captain George, i. 194
Martindale, Adam, ii. 393
— Hill, ii. 207
Martineau, Rev. James, ii. 149, 254
Mary Queen of Scots, i. 48, 57
Mary Ann Street, Everton, ii. 366
Marybone, ii. 121

Maryborough, Lord, i. 80
Mason, Edward, ii. 443
— Henry, ii. 67
— Miss, ii. 443
— Street, ii. 443
— — Edgehill, ii. 443-446
Massam, Ralph, i. 108
Massey, Right Hon. W. N., i. 534, 535
Mather collection, ii. 211
— Family, ii. 210
— John, ii. 211
— — (Everton) ii. 362
— Rev. Richard, ii. 475, 476, 481
— Dixon and Co., ii. 47
Matthew Street, ii. 108
Matthews, Rev. T. R., ii. 322
Mattocks, Rev., ii. 167
Maudit, Jasper (Member), i. 137, 142, 143, 150, 153; ii. 7
Maule, Right Hon. Fox, i. 498
Maury, Captain, ii. 247
— James, ii. 247
Mawdsley, Edward, ii. 382
— and Son, ii. 20
Maxwell, George, i. 517
May, Thomas (Member), i. 74
— (Ship), i. 563
May day in Liverpool, ii. 406
Mayer, Joseph, i. 535; ii. 301, 511
— William, ii. 340
Mayers, —, ii. 78
Mayor, first mention of, i. 26, 68; ii. 54
— Hill, ii. 318
— William, ii. 240
— First, i. 140
— Misconduct of, i. 138
— Procession, i. 159
— Protection of, i. 74
— Salary, i. 165
— Sunday dinners, i. 165
— Refusal of office, i. 221
— Coveted honour, i. 357
— Election, i. 407
— Gold chain, i, 538
Mayor's entertainments; i. 165
— "House," i. 125
Meadows Street, ii. 320
— William, ii. 320
Mears, Thomas, i. 197
Mechanics' and Apprentices' Library, i. 389
— Institution, i. 394, 465; ii. 257-259
Medical Institution, ii. 231
— School, ii. 516
Medley, Rev. Samuel, ii. 306
Melbourne, Lord, i. 460
Meldrum, Major-General Sir John, i. 96-99
Mellinge, Richard, i. 75
Mellon, Miss, i. 406
Menai bridge, i. 336
Mends, Captain, R.N., i. 524
Mentor (Privateer), i. 213
Meols, i. 170
Mercantile and Exchange Bank, ii. 17, 25
Mercer, ii. 392
— George, ii. 355
— Ralph, ii. 421
— Samuel, i. 99
Merchants' coffee house, i. 558; ii. 62
Mercury Newspaper, ii. 129, 130, 147, 199
— Office, ii. 131, 147
Mere stones of the Fair, ii. 23
Meredith, James, ii. 150
— (vocalist), i. 252
— Sir William (Member), i. 198, 201, 203, 206, 211, 218, 221, 222
Merewether, Serjeant, i. 68
Mersey Bowmen, ii. 324
— banks in river, ii. 542
— Bar, dredging, ii. 542-3
— Conservancy, i. 585
— Estuary, i. 109
— Iron foundry, ii. 74
— and Irwell navigation, i. 165, 332; ii. 106
— Frozen, i. 320
— Navigation, i. 138, 142, 143
— (Privateer), i. 213, 214
— River, i. 2, 4, 6, 37, 63, 91, 142, 170
— Steamboats first used, i. 323
— Steel and Iron Works, ii. 463
— Street, i. 171, 562
— Tunnel, i. 392, 539
— — Opening, ii. 512, 549-50
— Yacht Club, i. 529, 532
Metcalf, Captain, ii. 297
Milan Decree, i. 285
Mile End Mill, ii. 47
— House Rocks, ii. 45, 47
Military preparations, i. 64, 239
Militia, i. 84
Mill Lane (Everton), ii. 381
— — (Oldhall Street), ii. 43, 46
— — (Shaw's Brow), ii. 306
— Place, ii. 306
— Street, ii. 461
Miller, William Spurstow, ii. 398

Miller's Castle, ii. 398
— Dam, ii. 136
Mills, old, i. 22, 26, 101-2
— Corn, i. 112, 113
Milner, Rev. R. K., ii. 110
— and Son's works, ii. 448
Milo (Ship), i. 321
Minerva Newsroom, ii. 171
Modeste (Ship), i. 216
Mohammed Said Pasha, visit, i. 528
Moldkirke, i. 36
Molyneux, Ann, ii. 189
— William, i. 379, 385, 387; ii. 310
— of Newsham, ii. 430
— — Edmund, i. 513
— — Thomas, ii. 430
— of Sefton, ii. 56, 66, 125, 126, 456
— — Sir John (14th century), i. 48
— — Lawrence (15th century), i. 37
— — Sir Richard (15th century), i. 32, 36; ii. 5, 457
— — Sir Richard (16th century), i. 48, 49, 53; ii. 35, 458
— — Sir Richard (17th century), i. 71, 73, 74, 80, 114, 116
— — Richard (Member, 1555), i. 53
— — Vivian de (11th century), i. 63
— — William de Molines (11th century), ii. 451
— — Sir William (14th century), i. 25
— — Sir William (16th century), i. 39, 46, 47, 56; ii. 66
— — William (Member, 1585), i. 64
— — Sir William (17th century), i. 80, 116
— — Richard, 1st Lord (Viscount Maryborough), i. 80
— — Richard, 2nd Lord (1642), i. 85, 86, 87, 88, 90
— — Caryl, 3rd Lord, i. 88, 95, 96, 113, 114, 115, 116, 121, 136, 137, 144, 146; ii. 204, 207, 477
— — William, 4th Lord, i. 150, 156; ii. 6, 7, 8
— — Charles William, 11th Lord, i. 342-3, 349, 374, 384, 437, 438, 442, 457, 459
See also Sefton, Earls of,
Monasteries, Dissolution of, i. 43
Money, value of, i. 40
Montague, Baron, i. 163
Montfort, Simon de, i. 18
Monmouth, Duke of, i. 119, 129
Moody and Sankey, religious services of, i. 548; ii. 509
Moorcroft, Sylvester, ii. 139
Moore (or More, de Mora, de la More), of Bank Hall—
Family, i. 126; ii. 33, 39, 111, 389
Mora, John de, ii. 66, 102, 390
— Robert de, ii. 389
— Richard de, ii. 390
More, Adam de la, ii. 389
— Sir John de la (13th century), i. 19, 21, 23; ii. 33, 389
— John de la (14th century), i. 26, 27; ii. 390
— Sir Thomas de la, i. 30; ii. 390
— Sir Peter de la, ii. 391
— Sir William de la, i. 25; ii. 390
More, John (Member 13th century), i. 20
— Richard (Member, 13th century), ii. 390
— William (16th century), i. 39
— Hall, ii. 33. *See also* Old Hall
Moore, Sir Cleave, i. 129, 148, 149, 159, 247; ii. 39, 196, 394, 395
— Edward (Member), i. 75, 79; ii. 391
— Sir Edward, i. 95, 109, 123, 129; ii. 33, 88, 394
— John (16th century), i. 48; ii. 27, 35
— John (Regicide), i. 79, 82, 83, 84, 91, 93, 96, 99; ii. 391, 393
— Sir John, i. 159; ii. 395
— Sir Joseph Edmonds, ii. 395
— Robert, i. 63
— Thomas, i. 48, 49, 50
— William, i. 57, 63; ii. 113
— Sir William, ii. 395
— Estates, valuation of, i. 145
— Rental, i. 95, 108 to 112, 114
— — Extracts from, i. 108, 109, 553; ii. 6, 12, 27, 33, 42, 64, 66, 67, 71, 73, 83, 85, 88, 93, 102, 105, 111, 125, 131, 138, 203-205, 454
Moore, John Bramley, i. 504, 507, 513, 577, 578, 579, 588; ii. 399
— Rev. John Kennedy, ii. 253
— Street, i. 111, 145; ii. 9, 66, 83, 91, 93, 94.
— Street (Tithebarn Street), i. 24, 39, 52, 66. *See also* Tithebarn Street
Moorfields, i. 171; ii. 71
More Green, ii. 66
Morgan, Thomas, ii. 82
Mori, F. i. 387

Morpeth Dock, i. 576
— Viscount, i. 576
Morrall, Cyrus, i. 390, 402, 430, 451; ii. 275
Morres, William, ii. 66
Morris, i. 150, 152; ii. 7
— dancing, i. 61
— James, i. 459, 460
Morton, Bishop, ii. 475
— and Hesketh, ii. 104
Mosque, Mohammedan, ii. 524
Mossley Hill, i. 484
Moss, Edward, i. 75
— Francis, i. 80
— John, i. 394, 406, 438, 451, 459, 460
— Richard, i. 75
— Robert, i. 52, 232
— Thomas, ii. 148
— Rev. Thomas, ii. 166
— William, ii. 13
— Sir Thomas Edwards, i. 513, 534
— Street, ii. 317, 341, 423, 435
Moss Lake, i. 113; ii. 203-205, 213, 226, 317, 454, 459
— lands, i. 21
— Reeve, ii. 226
Mosslake Fields, i. 399, 482; ii. 226, 260
Moss's "*Picture of Liverpool*," ii. 44
Mosse, Richard, i. 57
Motley Coats, i. 57
Mount, The, i. 205, 206, 300
— Gardens, ii. 263
— Pleasant, i. 218; ii. 203-211
— Sion, ii. 262
— Street, i. 394; ii. 256
— Vernon, ii. 422, 436
Mozley, Charles, i. 394
Mulberry (Ship), i. 535
Mulleneux, James, i. 474
Mulock, Thomas, ii. 17
Muncaster, Thomas, ii. 158
Municipal Government, i. 67
— Offices, i. 483; ii. 118
— Reform Act, i. 77, 234, 391, 452, 461-3, 567, 583
Murder of inhabitants, i. 100
Murdoch of Redruth, i. 324
Murray, Lord Henry, i. 231; ii. 274
— Rear-Admiral, i. 379; ii. 245
— Street, ii. 171
Muse's Delight, ii. 131
Museum. *See* Library
Musical festivals, i. 205, 222, 252, 387, 406, 420, 453, 475, 547; ii. 155, 180
Music Hall, i. 394, 403; ii. 235, 236, 245
— — Meeting to establish, i. 475
Muspratt, James, i. 474; ii. 77
Myers, William, ii. 376
Mylne Street, i. 52, 62. *See also* Oldhall Street
Myrtle Street, ii. 250

NANCY (Ship), i. 188
Nanny (Privateer), i. 216
Nantes, Revocation of Edict, i. 157
Napier, Sir Charles (Commodore), dinner to, i. 492
— Sir William, i. 492
Nares, Sir George, ii. 543
Nash Grove, ii. 509, 511
Nasmyth, Sir James, i. 298
Nasrullah Khan, visit, ii. 523
National Defence Association, i. 265
Naval successes, i. 246
— seamen and forces, i. 268, 291
Naylor, John, ii. 143
— Richard, i. 504; ii. 38, 143
Necropolis, i. 401, 514; ii. 348, 532
Negotiable notes issued by Corporation, i. 237
Neile, Archbishop, ii. 476
Nelson, Jacob, i. 248
— Lord, i. 248, 269
— — Anecdote of, ii. 377
— — Monument to, i. 269, 319
— Dock, i. 577, 596
Neptune Street, ii. 46
Netherfield Road, ii. 341, 360-367
Netherfields, ii. 336
Nevitt's printing office, ii. 104
New Pall Mall, ii. 509
New Quay, i. 171; ii. 42
Newby and Varty, ii. 118
Newdigate, John (Member), i. 79
News Street, ii. 111
Newsham House and Park, i. 468; ii. 429-432, 494, 522
— Queen at, ii. 514
Newspapers, early, i. 182, 199; ii. 19
Newton, Rev. John, i. 186, 193; ii. 19
— Samuel, ii. 367
Nichol, John, meeting in honour of, i. 451
Nicholas, Emperor of Russia, visit of, i. 334

Nicholas, 4th Pope, ii. 49
— Robert, i. 50
— St., statue of, i. 126
Nicholson, —, i, 63
— Edward, i. 82
— (Flute player), i. 387
Nield, James, ii. 225
Night Asylum, i. 416
Nile Street, ii. 290
Nithsdale, Earl of, i. 163
Nook, The, ii. 264
Norman, ii. 389
— Robert, ii· 219
Norreys (or Norris) of Speke—
Alan le, i. 48
Sir Edward (16th century), i. 48
Colonel Edward (17th century), i. 90
Edward (Member 1714), i. 144, 161, 205
John le, i. 23
Mrs., i. 150
Thomas (Member), i. 135, 136, 138, 140, 141, 143
Richard (Member), i. 139, 142, 151, 153, 154, 155, 158, 159, 168, 174, 185, 553
William (14th century), i. 48
Sir William (16th century), i. 48, 49
Sir William (17th century), i. 80; ii. 392
Sir William (Member, 1695-1702) i. 140, 141, 143, 148
Norris, Alexander, i. 138
— Henry, i. 284
— Letters, i. 142
North, Ford, i. 265
— Docks, new, i. 561
— Street, ii. 121
— and South Wales Bank, ii. 25
Northcote, Sir Stafford, i. 532
Northern Hospital, ii. 49, 527
Northumberland Terrace, ii. 369
Northumbrian, The (engine), i. 420
Northwich, i. 88, 165
Norton aqueduct, ii. 561
Nottingham Castle burnt, i. 437
Nova Scotia, i. 600
Nuttall, Jonah, ii. 201
— Fisher and Dixon, ii 201
Nurse's Institution, ii. 224, 529

OAKFIELD Road, ii. 380
Observatory, i. 205, 255, 597
Ocean Monarch (ship), burnt, i. 506
Oceanic (ship), ii. 533
O'Connell, Daniel, dinner to, i. 473
— Meeting in honour of, i. 474
Odd House, The, ii. 378
O'Donoghue, Captain D., i. 264
Oil Street, ii. 46
Old Churchyard, ii. 62
— Dock Quay, ii. 134
— Fall Well, ii. 174
— Haymarket, i. 483
— Ropery, ii. 89, 91
— Hall, i. 95, 110, 126; ii. 33, 34, 394
Oldhall Street, i. 91, 145, 171, 223; ii. 25, 33 to 38
Oldham, John, ii. 264
— Street, ii 241
Oldmixon, John, i. 180
Omnibuses, ii. 105
— Establishment of, i. 434
Onslow, Arthur, i. 264; ii. 172
Orange, Prince of, visit, i. 526
— Processions in town forbidden, i. 512
— Riots, i. 354, 464, 512
— Societies, meetings of, i. 458
— Street, ii. 73, 105
Orkney, Countess of, ii. 170
Orleans, Duke of, visit, i. 452
Ormandy, ii. 128
Orme, Henry, ii. 72, 369
Ormond, Duke of, i. 136
— Marquis of, i. 93
— Street, ii. 38, 69
Ormskirk, i. 90, 96, 105, 108, 137, 218
Orphan Asylum, ii. 228
Oskatel, Mary, ii. 453
Oskelesbrok, ii. 453
O'Sullivan, Rev. Mortimer, i. 458, 475
Oswald, King, i. 7
Otterspool, ii. 450
Overend, Gurney and Co.'s failure, i. 530
Overhead Railway, ii. 517, 521, 544
Oxford, Bishop of, i. 526
Ox-roasting, i. 555

PACIFIC (steamer) loss of, i. 516, 518
Paddington, ii. 443
Paddy's Market, ii. 123-4
Padiham, fight near, i. 90
Paganini, N., i. 441
Pain, Edward, ii. 57
Paine, Thomas, bones of, i. 358

Pakington, Sir John, i. 526
Palatine Club, ii. 234, 237
Palatines i. 157
Pall Mall, ii. 71, 509
Palmer, John, ii. 168
Palmerston, Lord, i. 494, 519
Panics, commercial, i. 236, 251, 291, 530
Paoli, General, i. 208
Paradise Street, i. 91, 112, 171; ii. 68, 147, 496
Parish created, i. 105, 145
Park, Henry, ii. 137, 171, 237, 373
— Hill House, i. 606; ii. 468
— Lane, i. 206, 465; ii. 281, 496
— Road, ii. 471-476
Parke, Baron (Lord Wensleydale), i. 512; ii. 127
— James, ii. 357
— Thomas, ii. 127
Parker, Charles, i. 451, 474, 486
— Edmund, ii. 195
— William, i. 30
— Street, ii. 172
Parkes, Lieut.-Col. Thomas, i. 264
Parkfield, ii. 483
Parkgate, i. 337
Parks, i. 484
— Newsham, ii. 430
— Prince's, ii. 477, 483
— Sefton, ii. 479
— Sheil, ii. 412
— Stanley, ii. 412
— Wavertree, ii. 439
Parkside, accident on railway, i. 420
Parliament Fields, i. 4; ii. 485
— increased representation, ii. 511
— Street, ii. 460
Parliamentary grant, i. 100-101
Parlour Field, ii. 33
— Mr., Head Constable, i. 465
Parnell, Rev. Charles, ii. 487
— Sir Henry, i. 422
Parody by Canning, i. 369
Parr family, i. 230
— Thomas, i. 307; ii. 142, 279
— Street, ii. 278
Pasta, Madame, i. 406
Patton, Thomas, i. 142
Patti, Madame Adelina, i. 547
Patrick's Hill, ii. 74
Pauperism, increase of, i. 371, 374
— Meeting on, i. 370
Payne, John, ii. 20
— and Johnson, ii. 20
Paynter, Captain, R.N., i. 532
Peace of Amiens, i. 258, 262; ii. 44
Peace of Paris, i. 187
— rejoicings, i. 321
Pearce, Alice, ii. 391
Pearse, Thomas, ii. 219
Pearson, John, i. 538, 540, 550
— Rev. Thomas, ii. 220
Peel, Sir Robert, i. 412, 419, 421, 428, 460, 493, 504, 526
— Statue of, i. 515
Pelican (privateer), i. 236
Pemberton, Edward, ii. 200
— John, ii. 93
Pemberton's Alley, ii. 65
Pembroke Place, ii. 161, 316
Penal laws, i. 131, 277
Penda, King of Mercia, i. 7
Pendlebury, R., ii. 343
Peninsular and Oriental Co., ii. 265
Pennant, Richard, Lord Penrhyn, (Member), i. 205, 206, 211, 218, 219, 221, 222, 228, 231
Pennington family, ii. 299
— Seth, ii. 298
Pennsylvania, ship (shipwreck), i. 488
Penrhyn, Lord. *See* Pennant.
Penwortham, i. 90
Perambulatio de Foresta, ii. 213
Percival, Spencer, Assassination of, i. 295-297
Percival, Mr., ii. 90
— Edward, i. 108
— John, i. 184
— Thomas, i. 184
— Richard, i. 108, 184; ii. 57
Percivall Mr. (Town-clerk), i. 117, 123
Perry, Sir Erskine, i. 513
— George, i. 206; ii. 98, 283-285
— — Junior, ii. 285
— Micaiah, ii. 283
— William, ii. 284, 378
— — Junior, ii. 285
Persia, Shah of, visits, i. 544; ii. 517-18
Peter Street, ii. 115
Peterloo massacre, i. 355, 356, 357
Peters Lane, ii. 149, 151, 152
— Ralph, i. 157, 201
Petitions, i. 68, 129, 149, 174, 222, 317, 513
Philharmonic Hall, i. 485, 515; ii. 251, 252, 257
Philip and Mary, i. 49
— Rev. Robert, i. 389; ii. 240
Philips, J., ii. 19

Phillips, Henry, i. 388
— Mark, i. 449
Phœnix Fire Office, ii. 31
— Foundry, ii. 282
— Hall, i. 145; ii. 90
— — and Street. *See* Fenwick Street
— Newspaper, ii. 19
Phythian Street, ii. 426
Pickop and Miles, ii. 76
Pickup's Windmill, ii. 49
Picton, Sir J. A., i. 535, 539; ii. 31, 66, 83, 107, 259, 300, 410, 494, 496, 497, 501, 506, 510, 517
— Thomas, i. 332
— Reading Room, ii. 496, 501
Pilgrim (privateer), ii. 377
Pin manufactory, ii. 150
Pinfold Lane, ii. 75
Pinklowe, Robert (Member), i. 20; ii. 390
Pipe Rolls, ii. 3
Pitt, Moses, ii. 82
— Street, ii. 282
Plague, i. 27, 28, 47, 51, 104, 108
Plate, town's, inventory, i. 95
Playbill, old, ii. 92
Pleasant Street, ii. 221
Plimsoll, Samuel, ii. 492, 502
Pluckington bank, ii. 542
Plumbe family, ii. 71
— John, ii. 421
— Rev. William, ii. 110
— Street, ii. 71
Plumbe-Tempest family, ii. 434, 439
Plumbe's Hall, ii. 71, 439
Plumpton, James, ii. 350, 355
Poitou, Roger de, i. 7, 63; ii. 2
Pole, Charles (Member), i. 185, 186, 198, 201
— Lieut.-Colonel, i. 215, 275
— Sir Peter and Co., i. 396
— William, i. 174; ii. 63
Police, i. 225, 256, 460, 469; ii. 506
— Court, ii. 119, 505
— Offices, ii. 25, 119, 121
— Stations, ii. 319
Pool, the, i. 2, 11, 16; ii. 3, 138, 139
— Bridge, i. 114, 115, 552; ii. 137, 138
— Brook, ii. 454
— Deepening, i. 112, 553
— House, i. 51; ii. 146
— Lane, i. 16, 171, 182, 562; ii. 137-140
Poole, David, ii. 189
— Sir James, ii. 515, 516
Poole, John (Member), i. 64
— Miss, i. 252
— William, i. 33, 34
Pooley, Henry, and Son, ii. 299
Poor-House, Church Street, ii. 146
— Houses (Castle site), ii. 9
Population, i. 20, 35, 47, 55, 67, 147, 159, 165, 171, 181, 198, 202, 206, 222, 223, 235, 252, 291, 359, 376, 434, 479; ii. 49, 100, 504, 519
— Rate of increase of, i. 480
Port, boundaries of, defined, i. 170
Porter, Thomas Colley, i. 407, 412, 468; ii. 46, 143, 310
— Presentation of plate to, i. 413
— Street, ii. 46
Porter's Lead Works, ii. 76
Portmoot courts, i. 69
Portsmouth, i. 21, 25
Portugal, King of, visit, i. 514
Post-office, i. 183, 351, 562; ii. 107, 162, 316, 522
— New, ii. 522, 533
— Place, ii. 162
Potato Market, ii. 12, 126
Pothouse Lane, ii. 268
Potter, Mrs., ii. 363
— William, i. 504, 519; ii. 363
Potteries, i. 182, 206; ii. 297-300, 318
Pottery from Prescot, i. 113
— Printing on, ii. 131
Pottinger, Sir Henry, i. 499
Poulton and Woodman, ii. 428
Powder magazines, ii, 219
Powell, Sir Thomas, i. 93
— — Family, i. 160
— Ralph, i. 61
Powis, Earl of, ii. 557, 559
Pownall, William, i. 200; ii. 71, 293
— Square, ii. 71, 502
— Street, ii. 293
Preeson, Thomas, ii. 10
— William, i. 140; ii. 10
Preeson's Row, ii. 10, 97
"Presbyter," on slavery, i. 445
Presbyterians, i. 129, 162
Prescot Pottery, i. 113
— Street, ii. 433
Prescott, James, i. 134
— Richard, ii. 11, 155
President steamer, loss of, i. 492
Preston, i. 9, 10, 47, 85, 88, 89, 90, 163
— Robert, i. 337
— William, i. 524; ii. 432

Preston Street, ii. 115
Pressgang, i. 214, 215, 239, 268, 601
Pretender, The, i. 158, 161
Price family, i. 160
— Francis Richard, i. 355
— Rev. John (R.C.), ii. 69, 111
Price's Square, i. 191
Prices in XVI. century, i. 40, 41, 43
Pride's Purge, i. 98
Primeval remains, i. 2, 3
Prince Edwin Street, ii. 360, 361
— of Wales (George 4th), i. 270
Princes Dock, i. 325, 377, 563, 597; ii. 37, 42, 47
— — Basin, i. 597
— Park, i. 325, 377, 484, 507, 563; ii. 43
— Road, ii. 486
Princess, H.M.S., ii. 153
— Royal, marriage of, i. 522
Prior, Joseph, i. 154
— Richard, ii. 160
— and Shaw, ii. 160
Priory Road, ii. 368, 369
Prisage duties on wines, i. 157
Prison Wient, ii. 51, 56
Prisoners, French and Spanish, i. 217, 247, 258
Privateers, American, i. 212, 213, 224, 295
— English, i. 187, 188, 189, 191, 213, 214, 215, 236, 239
— French, i. 180, 187, 189
Proby, Peter (Member), i. 70
Promoli, W. B., ii. 162
Protestant Association, i. 474, 486
Provident District Society, i. 416
Provisions, dearness of, i. 252, 294
Prussia Street, ii. 39, 70
Prussian ships, embargo on, i. 270
Pryce, Richard, i. 50
Ptolemy's geography, i. 4
Pugh, Rev. L., i. 290
Pugin, Augustus Welby, ii. 69
— Edward Welby, ii. 288, 404
Pump Field, ii. 76
Puritan Liverpool, i. 79, 94
Puzzi, i. 387
Pyke, John, ii. 355

QUAKERS, i. 194
— — Meeting House, ii. 105
Quarry Hill, ii. 262
— The old, i. 401; ii. 261-2
Queen, The. *See* Victoria
Queen Insurance Co., ii. 106
Queen of the Ocean (yacht) i. 506
— Square, ii. 173
— Street, ii. 34, 39
Queen's Buildings, ii. 107
— College, i. 521; ii. 259
— Dock, i. 558, 559, 562, 586
— — Basin, i. 602
— Hall, ii. 164, 234, 238, 245
Quo Warranto, Writs of, i. 18, 19, 23, 234, 267

RABY William de, i. 30
Racing (Horse), i. 129
Radcliff, Sir H. (Member), i. 53
Radcliffe, J. S., i. 416; ii. 258
— Sir David, ii. 510, 514
— Street, ii. 346
Radley, James, ii. 203, 207
Radnor, Earl of, i. 451
Raffles, Rev. Thomas, D.D., ii. 72, 240, 287, 349, 446
Raffles, Thomas S., ii. 287, 518
Railways, Lancashire and Yorkhire, ii. 48, 523
— Liverpool and Bury, ii. 48, 399
— Liverpool and Manchester, opened, i. 418, 446
— London and North Western, ii. 134
— High level at docks, i. 596
Railway stations, Bootle, ii. 49
— Brunswick, ii. 463
— Central, i. 547; ii. 205
— Edgehill, ii. 441
— Lime Street, ii. 187, 202, 510
— Regent Road, ii. 49, 401
— Tithebarn Street, ii. 68
— Wapping, ii. 295
— Waterloo, ii. 49
Rainford gardens, ii. 134, 175
— Peter, ii. 134, 175
Rake Lane, Kirkdale, ii. 405, 406
— — Wavertree Road, ii. 440
Ralph, Rev. Dr., i. 455
— John, ii. 200, 219
Ramsay, Lord, ii. 502
Ramsden, Sir James, i. 545
Ranelagh house and gardens, ii. 206
— Street, i. 206; ii. 151, 203, 205, 206
Ranger (Privateer), i. 214
Ranulf, Earl of Chester, i. 17
— Adam de, ii. 66
Ratcliffe, Sir Humphrey (Member), i. 53
— Ralph of, i. 32
— Sir Richard, i. 32

Rathbone family, i. 209; ii. 267, 283
— Hughes, and Duncan, i. 286
— Joseph, ii. 283, 285
— Mrs. (Golden Talbot Inn), i. 203
— Richard, i. 337
— William 1st, ii. 36, 108
— — 2nd, i. 224, 284, 288
— — 3rd, i. 337, 357, 361, 362, 373 376, 380, 393, 394, 398, 414, 415, 421, 425, 433, 434, 436, 437, 438, 443, 447, 462, 473, 474, 476, 477, 487, 513; ii. 180, 267-8, 472
— — Statue, ii. 493
— — 4th (Member), i. 534, 535, 546; ii. 376, 492, 529
— Street, ii. 290
Ravensmeols, i. 9
Rawdon, James, ii. 423
Rawlinson, Sir Henry, i. 545
— Henry (Member), i. 218, 219, 220, 221; ii. 269
Rawson, Richard, i. 362
— Sir Robert, ii. 198, 553
Ray Street, ii. 71
Raymond and Hammond, ii. 166
Rayner, Joseph (Town-clerk), ii. 508
Reade, P.C., ii. 505
Reading, Mr., lighthouses, i. 124, 125
Rebellion of 1715, i. 161, 164
— 1745, i. 176, 177, 179; ii. 177
Rebels, trial of, i. 163
Receipts stamps, duty on, i. 456
Recorder, first, i. 140
Records, Corporation, defacing, i. 127
— Municipal, first, i. 50, 99, 113, 127
Rector's Fields, ii. 189
— Houses, ii. 8, 58
Red Bank, Winwick, battle at, i. 104
Redcross Street, i. 555; ii. 97
Reeves, borough and port, i. 14
— Sims, ii. 166
Reform Association (Tradesmen's) dinner, i. 477
— Club, ii. 500
— Municipal, i. 452, 461
— — Committee of inquiry on, i. 452, 461
— — Evidence on, i. 453
— — Meeting on, i. 461
— Parliamentary, i. 276, 310, 335, 356, 382
— — Meetings on, i. 425, 427, 429, 437, 438, 440, 442, 446, 457, 461
— — Dinner to celebrate, i. 446
Reformation Society, meeting of, i. 414
Regalia, i. 95, 134, 144
Regatta, Royal, on river, i. 528
Regent Road, i. 578, 587; ii. 47, 400
— Goods station, ii. 49
Regulator (steam ferry boat), i. 337
Remchinge, Thomas (Member), i. 73
Rendel, C. E. i. 573, 576, 585
Rennie, John i. 560
Renshaw, Anne, ii. 372
— Edward, i. 282
— Rev. Samuel, i. 283, 372
— Street, i. 206; ii. 239-241
Rental, town's, i. 50
Rentally, King's, i. 39
Renwick, Thomas, M.D., i. 209, 338
Requests, Court of, i. 181
Revenue Buildings, i. 412, 562, 563; ii. 143
— in 1327, i. 23; (1699) 253
Revolution (1688), i. 137
Reynolds, Sir Joshua, i. 209
Ribble, river, i. 4, 8
Ribchester, i. 89
Rice family, ii. 354
— Spring, i. 459
— William, ii. 354
Richard I., i. 16
— II., i. 29; ii. 54
— III., i. 37
Richard Cobden (ship), i. 594
— Nathaniel, i. 232
Richards, J. P., i. 235
Richmond Buildings, ii., 65
— Fair, ii. 334
— Row, ii. 317, 339
— Street, ii. 170
— Rev. Henry, ii. 41
— Rev. Leigh, ii. 41, 154
— Rev. Richard, i. 146
— Mrs. Sarah, ii. 189
— Silvester, i. 275, 281, 282, 303, 305, 343, 367; ii. 41, 374
— Sylvester, M.D., i. 133, 137; ii. 7, 189
Rickman, Thomas, i. 355; ii. 74, 249, 370, 435, 479
Ride, Superintendent, i. 533
Riding, Thomas (Member) i. 73
Ridont, ii. 91
Rigby, Colonel Alexander (Roundhead), i. 84, 119
— — (Royalist), i. 106
— Edmund, ii. 126
— Gilbert, ii. 41
— John, i. 200

Rigby, Peter, i. 200; ii. 140, 188
— Street, ii. 41
Rimmer, Mark, i. 425
Rimrose Brook, i. 592
Riots,—
Bread, i. 517
Election, i. 184, 275, 279, 486
H. P., i. 293
Jacobite, i. 180
Nocturnal, i. 238
O. P. riots, ii. 168
Orange, i. 354, 464
Religious, i. 162, 235
Seamen's, i. 212, 262, 601; ii. 291
Soldiers, i. 58
Theatrical, i. 293, 380; ii. 168
Trade, i. 496, 517
Ripley, —, i. 454
Ripon, Bishop of, ii. 247
Rivers, Earl, i. 125, 136, 150; ii. 6, 7
Rivers, Navigation of, i. 165
Riverside Railway Station, ii. 524
Rivington Water Works, i. 507; ii. 198, 552
Roach, George, ii. 356
Roads, i. 142, 203; ii. 106
Robert Bruce (steamer), i. 354
Roberts, General, Earl, ii. 503
Robinson, Mrs. Elizabeth, i. 448, 449
— John, i. 400
— Nicholas, i. 407, 413, 415, 447, 455, 459
— William, ii. 361
Robson, E. T., ii. 118
Roby Hall, ii. 64
"Rocket, The," i. 420
Rock Perch battery, i. 264, 397
— — Lighthouse, i. 406
Rodgers, Joseph, i. 525
Rodie, Mr., i. 299
Rodney Street, i. 209; ii. 244-248
Roe, Charles, ii. 463, 466
— and Co., ii. 293
— William, ii. 174
— Street, ii. 173, 174
Roger de Poitou, i. 7
Rogers, Captain Henry, trial of, i. 520
— Captain, i. 354
— and Smallshaw, ii. 292
Rogerson, Edward, ii. 378
— Richard, ii. 73
Rokeby, Sir Thomas, i. 26
Roman roads, i. 4
Ronzi de Begnis, Signor, i. 388
Roose, Roger, i. 60
Roperies, ii. 89, 172, 190, 205, 222
Roscius, the young, ii. 168
Roscoe, Clarke, and Roscoe, ii. 22
— Edward, i. 443
— William, senior, ii. 207
— William (Member), i. 184, 208, 209, 210, 224, 225, 227, 234, 240, 269, 271, 274, 275, 276, 278, 279, 280, 287, 289, 298, 302, 307, 316, 319, 398, 433, 502; ii. 108, 127, 165, 168, 192, 208, 209, 215, 227, 279, 314, 469, 484
— Meeting for memorial to, i. 433
— Statue of, ii. 279
Roscommon Street, ii. 361
Rose, Edward, i. 74
— Joshua, ii. 318, 354, 361, 364
— Hill, ii. 318
— Place, ii. 318
— Vale, ii. 362
Rosemary Lane, ii. 35
Roskell, Bishop, ii. 157
— Robert, ii. 157
Ross, —, i. 119, 121
— Captain, ii. 360
Rosson, John, i. 462
Rosworm, — (engineer in civil war), i. 91
Rotherham, William, i. 477
Rothesay Castle (shipwreck), i. 434-6
Rotunda, Bold Street, ii. 237
— Formby Street, ii. 46
— Theatre burned, ii. 494
— Lecture Hall, ii. 501
Roughsedge, Major Edward, ii. 211
— Rev. R. H., ii. 64, 211
Roundheads, Lancashire, i. 87
Roundhill Lane, ii. 380
Row, Thomas, ii. 13, 82
Rowes of Everton, ii. 355
Rowland, Samuel, ii. 106, 212, 261
Rowson, James, ii. 370
Royal Agricultural Show, ii. 494
— African Asiento Company, i. 192
— Bank, i. 530; ii. 106
— Charter (shipwreck) i. 525
— Institution, i. 319, 352; ii. 142, 164, 279
— Insurance Buildings, ii. 107
— Visits, i. 509
— William (steamer), i. 486; ii. 265
Royalists' last stand, i. 105
Rumbold family, ii. 153
Rumford Street, ii. 65
Runcorn, proposed bridge at, i. 331-3

Runcorn Navigation to, i. 322, 323, 333
Rupert, Prince, i. 95, 96, 100; ii. 177, 337
— Cottage, ii. 351
— Lane, ii. 355
— Street, ii. 214
Rushton, Edward, senior, ii. 148, 191
— Edward, i. 327, 328, 333, 356, 357, 358, 362, 363, 370, 371, 376, 385, 387, 390, 391, 393, 394, 398, 400, 403, 406, 414, 416, 417, 421, 426, 437, 438, 460, 470; ii. 176, 485
Russell, Lord John (Earl), i. 470, 493, 522, 541
Russell Street, ii. 219
Rutter, Dr., ii. 108, 227, 310
Rutson, William, ii. 157
— W. C., i. 438; ii. 312
Ryder, Sir Dudley, i. 183
Ryding, Elizabeth, i. 123
Rye House plot, i. 130
Ryle, J. C., first Bishop, ii. 501
— Death of, ii. 534
Ryley, James, i. 337; ii. 438
— Samuel W., i. 281, 306; ii. 170

SAC and Soc, i. 12, 13, 68
Sadler, Adam, ii. 131
— (Aeronaut), i. 388
— and Green, ii. 132, 299
— John, ii. 19, 131, 132, 299
Sailors' Home, i. 500, 501; ii. 145
St. Albans, Duke and Duchess of, i. 406
St. Andrew (shipwreck), i. 488
St. Anne Street, i. 468, 483; ii. 309-312
St. Domingo House, i. 267; ii. 371-375
— Lane, ii. 371, 498
St. George Fire Insurance Company i. 262
— (privateer), i. 189
St. George's Hall, i. 483, 487, 511, 514, 529, 531, 535, 540, 544; ii. 65, 180-186
— Law Courts opened, i. 512
— opening ceremony, i. 514
— Hill, ii. 367
St. James's Cemetery, i, 401, 420, 514; ii. 261-264
— Market, ii. 290
— Mount, i. 205; ii. 262
— Quarry, ii. 64, 261
St. James's Street, ii. 293
— Walk, ii. 262
St. John's Churchyard, ii. 517
— Market, i. 432; ii. 24, 173
St. Joseph's (R.C.) Church accident, ii. 323
St. Nicholas, statue of, i. 126; ii, 56
St, Nicholas's spire, fall of, i. 290; ii. 59
St. Patrick's Cross, ii. 74
St. Paul's Square, i. 337; ii. 35, 39, 40, 43, 108
St. Peter's Churchyard, trial respecting, ii. 161
Sale, Sir Robert, i. 499
Salisbury Dock, i. 577, 596
— Marquis of, i. 107, 218; ii. 336, 420, 516
— Street, ii. 341, 344
Salmon in Mersey, i. 142
— Mrs., i. 387; ii. 156
Salt duties, i. 340
— House, The, i. 602
— Works, i. 171, 556, 602; ii. 291
Salter, i. 380; ii. 168
Salthouse Dock, i. 206, 556, 570, 578
— Lane, i. 602
— Moor, i. 26
Salton's Rocks, ii. 51
Salusbury, T. Brereton, i. 184, 185
Saluting ships, accident from, i. 251
Samuelson, Edward, i. 545
Sandars, Joseph, i. 337, 357, 373, 441, 477
Sandbach, Samuel, i. 462, 468; ii. 310
Sanderson and Johnson, ii. 379
Sandford, Thomas, i. 157
Sandhills House, ii. 403
— Road, ii. 402
Sandon Basin, i. 595
— Dock, i. 580
— Lord (Earl of Harrowby), Member, i. 432, 438, 439, 446, 447, 448, 459, 460, 474, 485. 486, 493, 494, 503, 515
— — Dinner to, i. 439
— Lord, 2nd (Member), i. 534, 535, 546
Sands, Thomas, i. 498
Sankey, Ira D., i. 549
— Bridge, i. 89
— Navigation, i. 186, 187
Santley, James, ii. 66
Sapieha, Prince, i. 387
Savage, Sir John, i. 56
Savannah (steamer), i. 354

Saville, Sir George, i. 215
Saxony, King of, i. 498
Scarborough (Collector), i. 152
— Earl of, i. 191
— Madam, i. 155
Scarisbrick of Scarisbrick, i. 149
— James, ii. 189
— John, ii. 57, 189
Scavenging, i. 255
School Board Elections, i. 536, 546
— Lane, ii. 56, 147, 149
— of Commerce, ii. 532
Schools, Beacon Lane Orphanage (R.C.), ii. 375
— Blue Coat Hospital, i. 159, 169; ii. 149
— Caledonian, ii. 242
— Derby Road, Kirkdale, ii. 402
— Edgar Street (R.C.), ii. 122
— Erskine Street (Wesleyan) ii. 424
— Fontenoy Street (R.C.), ii. 122
— Great Crosshall Street, ii. 122
— Hibernian, ii. 212
— Holy Cross (R.C.), ii. 122
— Hunter Street, ii. 308
— Industrial, Kirkdale, ii. 410
— Jesuits, ii. 344
— Jordan Street (R.C.), ii. 294
— Moorfields, ii. 122
— North Corporation, ii. 122
— Orphan Asylum, ii. 228
— St. Augustine's, ii. 345
— St. George's, Everton, ii. 371
— St. James's, ii. 265
— St. Jude's, ii. 424
— St. Mary's, Edgehill, ii. 447
— St. Philip's, ii. 122
— Seamen's Orphan Asylum, i. 536, 547; ii. 432
— Welsh Charity, ii. 219
— William Henry Street, ii. 345
— Free, i. 126
— Corporation, i. 470-3
— — Disputes about, i. 470
— Meeting to establish, i. 472
— Mrs. Lathom's, i. 131-2
— Discussion on, i. 472
— Church of England, meeting on, i. 485
Scolds, bridle for, i. 95
Scoresby, Rev. Dr., i. 516
— Captain William, i. 603
Scotch invasion, i. 21, 22, 104
Scotland Road, ii. 326
Scott, Sir Gilbert G., ii. 422
— Walter, ii. 254
Sea-bathing, ii. 45
Sea Brow, ii. 98
Seacome's House of Stanley, i. 97
— Family, ii. 352, 371
— John, ii. 352
Seaforth House, i. 383
Seal, Common, i. 14-16
— New one engraved, i. 95
Seamen, levies of, i. 241, 291
Seamen's Friend Society, established, i. 379
— Hospital, ii. 179, 189
— Orphanage, i. 536, 542, 547
— — Sanatorium, ii. 499
Secome, William, i. 63
Secume, Ralph, i. 75
Seddon, James, i. 61
See, Thomas, ii. 58
Seel, Thomas, ii. 152, 278
— Samuel, ii. 58
— Street, i. 172; ii. 152, 278
Sefton, Earl of, i. 272, 306, 313, 315, 335, 342, 349, 357, 510, 540
— Hall, i. 538
— Park, i. 532, 533, 539, 540
— — Rathbone statue, ii. 493
— Street, ii. 463
Seignorial dues, i. 116
Sekerston, Ralph (Member), i. 49, 52, 53, 54, 55, 56, 57, 166; ii. 296
Sephton and Smith, ii. 58
Sessions House, i. 413, 453, 455; ii. 65
Shaftesbury, Earl of, i. 523
Shahzada, visit of the, ii. 523
Shakerley, Sir Geoffery, i. 119
Shand, Charles, ii. 355
— Francis, i. 510, 513, 517, 520, 521, 522, 525, 531
Sharkey, Mr., i. 414
Sharpe, Granville, i. 224
Sharples, Cuthbert, i. 140, 153
Shaw, Henry, ii. 13
— James, ii. 9, 297
— John, i. 283
— Samuel, ii. 297
— Thomas, ii. 134, 170, 293, 297
— William, ii. 297
— of Everton, ii. 341, 351
— John, ii. 341
— Thomas, ii. 341
— Street, ii. 341-344
Shaw Hill Street, ii. 115
Shaw's Alley, ii. 293
— Brow, i. 56, 133, 206, 483; ii. 189, 297-302
Sheil, Richard, i. 448, 457, 462, 477
— Park, ii. 430

Sheil Road, i. 533; ii. 430
Shellard, ii. 363
Shelley, Sir John, i. 518
Shepherd, John, ii. 227
— Rev. William, LL.D., i. 284, 303, 327, 328, 333, 341, 352, 356, 357, 368, 376, 390, 402, 411, 414, 417, 421, 429, 446, 501
Sherburne, Sir Richard (Member), i. 49
Shewell, J. ii. 459
Shinthedun. *See* Esmedune
Ships built for the navy, ii. 292
— Increased size, i. 481, 594
— Iron, i. 594
Shipbuilding, i. 207, 292, 604; ii. 292
Shipmoney, levy of, i. 81, 82
"Shipperies, The," ii. 514-15
Shipping, i. 11, 24, 26, 27, 55, 74, 104, 147, 181, 207, 212, 222, 252, 292, 295, 318, 322, 353, 377, 396, 434, 481, 552, 560, 563, 566, 570, 571, 578, 580, 581, 594; ii. 504, 519, 536
Shoemakers, laws against, i. 50
Shooter's Green, i. 22
Shop architecture, i. 483
Shotwick, i. 8
Shuttleworth, Sir J. Kay, i. 526
— Colonel Richard, i. 84, 89
— William, ii. 108
Siamese Ambassadors, i. 522
Siddons, Mrs., ii. 168
Sidmouth, Lord, i. 369
Sidney, Sir Henry, i. 51; ii. 114
Sieges, i. 1: 1st (1643), i. 90
— 2nd (1644), i. 95
— 3nd (1644), i. 96, 144, 177
Signal flag-staffs, i. 558
Silkhouse Lane, ii. 67
Silver cradle presentations, i. 506-7, 514, 522, 531
Simpson, William, i. 543, 546; ii. 494
Simpson's bowl, ii. 494
Sir Thomas's Buildings, i, 158, 167, 171, 394; ii. 69, 111, 115, 174
Sirius (Steamer), i. 486
"Six Stars," ii. 17
Skelhorn, William, ii. 360
Skelmersdale, Lord, i. 173, 441, 474
Skynburnness, i. 25
Slater, Gill, i. 220; ii. 15, 362
— J. and B., incendiary fire, i. 387
— Street, i. 394; ii. 279
Slater's Court, ii. 15, 22
Slave-trade, i. 112, 182, 185, 192, 194, 199, 205, 224, 229, 260, 277, 493
Slavery, abolition of, i. 398, 453
— Lectures on, i. 445, 446
— Letters on, i. 445
Sleeper's Hill, ii. 376
Sloyne, The, i. 553, 554
Smith (sugar baker), i. 111
— C. and J., incendiary fire, i. 386
— Egerton, sen., i. 208; ii. 129
— Egerton, i. 325, 333, 337, 338, 352, 356, 368, 371, 372, 387, 389, 390, 394, 416, 474; ii. 129-130
— — Memorial statue of, ii. 130
— Rev. George, ii. 462
— James (printer), ii. 249
— John, i. 327, 333, 356, 358, 371, 394
— Sir Thomas (Member), i. 51
— William, ii. 129
— William, of Fulwood, i. 451
Smithdown Lane, ii. 445, 454
— Road Cemetery, i. 514
Smitheden, ii. 445, 455, 456, 458,
— *See also* Esmedune
Smollett, T., i. 189
Smyth, Caldwell, and Co., ii. 148
— Colonel, i. 524
— John, i. 39
— William, i. 50
— William, ii. 192
Snuffbox, Corporation, i. 117
Social Science Congress, i. 522, 526
Soho Street, ii. 313
Soldiers, raising of, i. 49, 56, 60, 64, 71, 72, 136, 176, 215, 263, 264, 265, 266
— and riots, i. 505
— and rioters, i. 465
— Desertion of, i. 97
— Quartering of, i. 104
Solomon, architect, ii. 187
— Dr. Samuel, i. 275, 342; ii. 223, 433
Soult, Marshal, visit of, i. 488
South Castle Street, ii. 137. *See also* Pool Lane
— Ferry, i. 606
— Hill Grove, ii. 468
— John Street, ii. 135
Southampton, Countess of, i. 119
— Competition of, ii. 525
Southell, William, ii. 215
Southern, James, i. 77
— Hospital, i. 508, 539, 540
Southgate, William, murdered, i. 457

Spa Fields riots, i. 334
Spanish Constitutionalists, meeting in aid of, i. 387
— Armada, news of, i. 64
— Colonies, meeting to recognise, i. 390
Sparling, John, i. 232, ii. 16, 36, 272, 293, 365, 372
— William, ii, 372
— Street, ii, 293
Special constables appointed, i, 275, 465, 504
Speke, i. 48, 141, 218; ii. 134
Spekefield cottages, ii. 442
Spekelands, ii. 449
Spellow House, ii. 35, 411
Spence, Benjamin, ii. 218, 350
— Rev. Dr., ii. 240
— William, ii. 217
Spencer, Laurence, i. 189, 191; ii. 64
— Lord, opens college, ii. 521, 528
— Rev. Thomas, i. 292; ii. 240
Spitalfields, ii. 115
Squares, ii. 226
Squire, William, i. 155; ii. 90
Squire's Garden, ii. 90
Stafford, Marquis of, i. 536
Stage coaches, i. 182, 203; ii. 106, 116
— Waggons, ii 116
Stamford, Lord, i. 150
Standish Moor, i. 88
Staniforth, Samuel, i. 283; ii. 205
— Thomas, i. 247; ii. 16, 136, 295
Stanley of Knowsley, family, i. 32, 36; ii. 79
— Lady Amelia, i. 97
— — Catharine, i. 97
— Sir Edward, i. 56; ii. 457
— James (1533), ii. 66
— Sir John (15th century), i. 31; ii. 79, 80
— Sir John (16th century), i. 39
— Hon. and Rev. John, ii. 34
— Lady (1588), ii. 458
— Lord (14th Earl of Derby), i. 489, 491
— Thomas (1424), i. 32
— — (Member), 1547, i. 47
— — (1625), i. 79, 93
Sir Thomas, of Bickerstaffe, i. 83
— Hon. Major Thomas, i. 215
— Hon. William (Member), i. 107, 118
Stanley of Hooton, Sir Thomas, i. 374
Stanley Dock, i. 577, 596
— Hospital, ii. 405
— Park, i. 532; ii. 411-413
— Road, i. 483; ii. 405
— Street, ii. 110
Stansfeld, Right Hon. James, ii. 376
Stapleton, Hon. Mrs., ii. 118
Star Chamber trials, i. 81
— — Court abolished, i. 83
Starkie, Colonel, i. 89
Statham, Richard, i. 283; ii. 108, 349
— Thomas, i. 215; ii. 107
— William, ii. 108
— William, jun., ii. 108, 349
Statues, Beaconsfield, ii. 508
Brooks, ii. 136, 350
Bushell, C., ii. 513
Canning, i. 406
Earl of Derby, i. 535
George III. ii. 316
Huskisson, i. 420
Mayer, i. 535
Lord Nelson, i. 269
Prince Albert, ii. 186
Queen Victoria, ii. 186
Rathbone, ii. 493
Roscoe, i. 433
G. Stephenson, i. 515
Wellington, ii. 186
Steam navigation introduced, i. 322, 336, 563
— — on the Dee, i. 337
— — Atlantic, i. 354, 486: ii. 265
Steamboat Act, i. 385
Steamships, increased length, i. 593; ii. 545
Steble, R. F., i. 550
Stedman, Benedict de, ii. 13
Steers, Spencer, i. 554; ii. 382
— Thomas, i. 553, 556; ii. 9, 11, 91, 139, 152, 291
Stephen, Sir James, i. 523
Stephens, Miss, i. 388; ii. 156
Stephenson, George, i. 419, 420
— — Statue of, i. 515
— Robert, ii. 199
Stevenson, Colonel, i. 390
Stewart, John, i. 519, 574; ii. 154, 210
— Rev. John, D.D., ii. 194
— Rev. John, ii. 245
— Rev. J. Haldane, i. 485; ii. 261
— William J., ii. 519
— Street, ii. 46
Stipendiary magistrate appointed, i. 470

Stirpul, ii. 453, 455
Stirzaker, Hugh, i. 75
Stitt, J. J., i. 520, 534, 537
Stocking factory, ii. 150
Stockport, i. 143
Stocks market, i. 198; ii. 12
— at High Cross, i. 58
Stockton Heath, skirmish at, i. 88
— and Darlington Railway, i. 418
Stopforth, William (Member), i. 51
Storey, Bailiff, i. 104
Storm of 1821, i. 380
Storms, great. *See* Hurricanes
Strand Street, i. 171, 601
Strange, Barony of, i. 98
— Ferdinando, Lord (1588), i. 64
— James, Lord (Member 1625), i. 77, 79, 84, 85, 86, 87
— Lord (1576), i. 56
— William, Lord (1669), i. 125, 127
Stranger in Liverpool, ii. 16
Strangers Friend Society, i. 239; ii. 130
Streets, ill-conditioned, i. 350
— Names of, first inscribed, i. 208; ii. 22
— Number of (1577), i. 62; (1725), i. 170
— Planned by Moore, i. 112
— Use of, i. 113, 253
— Widening, i. 223, 224; ii. 498
Stretches, Kirkdale, ii. 408
Stretton, Rev. Thomas, ii. 220
Strikes of workmen, i. 386
Strongbow, Earl of Pembroke, i. 8
Stronge, Matthew, ii. 36, 38, 280, 354
Stuarts rebellion, i. 177
Stubbs, George, i. 210; ii. 70
— Dean, ii. 546
Sturzaker, John, i. 124
Stythe, Rev. Robert, i. 146, 169; ii. 154
Submarine forests, i. 5
Subsidies, i. 11, 25, 72, 74, 75, 76, 82, 104
Sugar House Close, ii. 105
— Duty on, i. 493
— Refining industry, i. 112, 126
Suicar, George, i. 525
Summer seat, ii. 76
Sumner, John, i. 184
Sumners, Henry, ii. 486
Sunday opening of museums, meeting against, i. 518
— Dinners of the Mayor, i. 165
— Schools established, i. 222
Sundays and fast-days, observance of, i. 94, 256
Sutherland, Duke of, i. 536
Sunderland, Earl of, i. 132
Sutton, John, ii. 292
— Manners, i. 583
— Thomas, ii. 116
Swainson, Rev. C. L., ii. 441
— J. T., ii. 440
Swan, James, ii. 16
Sweating sickness, i. 46
Sweeting Street, ii. 22
— Thomas, i. 140, 153; ii. 22
Swift's Court, ii. 15, 22
— Shop, ii. 15
Swine, keeping of, i. 99, 100
Syddall, i. 162
— Thomas, i. 177, 178, 179
Sydenham, Captain Roger, i. 57, 58
Syers, George, ii. 40, 351, 368
— Robert, ii. 339, 367
— — *History of Everton*, ii. 339
Symmetry, first ship to China, i. 453

TABITHA and Priscilla (ship), i. 555
Talbot, Lord, i. 536
Tall house, ii. 464
Tallage, i. 11; ii. 418
Tarlton, Henry, ii. 13
Tarleton of Aigburth, ii. 131
— Dorothy, ii. 131
Tarleton of Liverpool family, ii. 86, 153, 326
— General Sir Banastre (Member) i. 209, 221, 222, 228, 230, 231, 242, 243, 245, 246, 259, 262, 271 274, 275, 278, 280, 299, 307, 308, 313, 317; ii. 86, 438
— Clayton, i. 232, 235, 239
— Edward, i. 130; ii. 62, 86
— John, i. 191, 200, 206, 232, 243, 245; ii. 12, 13, 86, 362
— Michael, i. 108
— Richard, i. 77
— Thomas Smith, ii. 169
— William (watchmaker), ii. 157
— Street, ii. 157, 170
Tarleton's Field, ii. 97
— Obelisk, ii. 12, 97
— Sugar-house, ii. 106
Tate, Thomas Moss, ii. 443
— William, i. 211
Tatlock, Rev Henry, ii. 354, 365
— J., i. 117
— William, ii. 365

Tattersall, Thomas, ii. 358
Taxation, powers of, i. 129
Tayleure, Charles, i. 346; ii. 483
— shipwreck, i. 516
Taylor, Rev. Dr., ii. 316
— Hetty, i. 432
— J. (Jew's Harp), i. 347
— John, i. 426, 429, 452
— M. A., i. 297
Tea cargoes, i. 453
Teck, Duke and Duchess of, visit, i. 541
Teive, Richard, ii. 102
Telegraph (Semaphore), i. 267
Telford, Thomas, i. 332, 333, 572
Tempest Hey, ii. 71
Temple, The, ii. 110
— Bar, ii. 12
— District, ii. 109
— Sir William, i. 121
Tennis Court, i. 182, 363, 372, 376, ii. 320
Tenterden, Lord, i. 539
Test and Corporation Acts, i. 108, 128
— — Repeal of, celebration, i. 411
Testa de Neville, i. 9; ii. 389, 430, 451, 452, 455
Teutonic (s.s.), ii. 525
Tewe, Richard, ii. 102
Theatre, First, ii. 91
Theatres, i. 182, 196; ii. 36, 90-93, 149, 165, 172, 173, 186, 305
Theatre Royal, ii. 92, 167-170, 380
— — H.P. riots, i. 293
— — Alarm at, i. 324
Thingwall, i. 6; ii. 455
— Hall, i. 339
Thirlmere, proposed water from, ii. 556-7
Thol and Theam, i. 12, 13
Thom, Rev. Dr., ii. 238, 243
— Rev. John Hamilton, ii. 241, 472
Thomas, Rev. John, ii. 356
— Street, ii. 140
Thompson, Baron, i. 233
— E., i. 92
— George, i. 445-6
— and Hill, ii. 77
— Robert, i. 82
Thomson, Captain, i. 214
— Peter, ii. 492
— Poulett, i. 421
Thornely, Thomas, i. 337, 401, 417, 426, 429, 431, 433, 436, 438, 443, 447, 459, 460, 476, 477; ii. 257
Thorneycroft, J., ii. 186
Thornton, Sylvester, i. 386
Three Sisters (ship), i. 558
Throstle's Nest, Everton, ii. 357
Thurlow Street, ii. 306, 318
Thurot, Mons., i. 189, 190, 191; ii. 37, 59, 106, 116
Thurstan, Archbishop, i. 13
Timber trade, i. 586, 587; ii. 295
Timbered houses, i. 101-2
Timmis, T. Sutton, ii. 528
Tindall, Chief Justice, i. 468
Tinley, Thomas, i. 402
Tithebarn, ii. 66, 73, 74
— Street, i. 11, 91, 99, 145, 171, 223; ii. 66-75
Tithes, i. 102, 105, 146; ii. 58
Tobacco-box, Corporation, i. 117, 118
— Trade, i. 151, 152, 185, 559
— Warehouse, new, i. 560, 604; ii. 294
— — old, i. 559; ii. 294
Tobin, James Aspinall, i. 513, 518, 519, 531, 534
— Sir John, i. 357, 362, 371, 374, 380, 417, 420, 421, 487, 572; ii. 235
— Thomas, i. 451; ii. 235
Tolls, early, i. 13, 19, 32, 48, 53, 80, 115, 117
Tomlinson, i. 430
Tonnage, i. 55, 74, 147, 181, 252. 286, 292, 295, 318, 322, 353, 377, 396, 434, 481, 531, 552, 556, 558, 560, 563, 566, 570, 571, 578, 580, 581, 594
Topham, John, ii. 153
Torbuck, Peter (Town-clerk), i. 74
Torr, John (Member), i. 531, 542, 544, 546
Tower, The, i. 31, 60, 88, 126, 174, 182, 293, 358, 601; ii. 45, 56, 79-83
— Buildings, ii. 83
Towneley, Charles, i. 177
— Colonel Francis, i. 177
Townfields, ii. 34, 325
Townhall, Old, i. 126; ii. 14, 15, 25, 27, 83
— First (1525), i. 44, 75
— Regalia, i. 144
— Fire (1795), ii. 30
— New, i. 181, 196, 223, 226, 290, 374, 602; ii. 1-32
— Fenian outrage, ii. 505
Townsend, Charles, i. 198
— Cross, ii. 113
Town's chest, i. 78
— End, i. 56

Town's End Cross, ii. 113
Town Clerk, provision for a, i. 77
— — First, i. 140
— — Dismissal, i. 157
— — Pension for, i. 470
Town's dues, i. 117, 118, 139, 224, 249, 250, 581, 582, 584, 592
— — Meeting on, i. 519
Toxteth, i. 9, 22, 27, 28, 30, 113, 273, 437, 480, 482; ii. 5, 445, 450-489
— Ancient Chapel, i. 108
— Dock, i. 605, 606; ii. 541
— Park formed by King John, i. 9, 115; ii. 451
— — Derivation of name, ii. 451
— — Boundaries in 1228, ii. 455
— — Let to Molyneux family, ii. 456
— — Disafforested, ii. 458
— — Enclosure, ii. 458
— — Extra parochial, ii. 459
— — Poem on the occasion, ii. 459
Trade, i. 63, 109, 114, 125, 142, 181, 197, 204, 223, 234, 236, 252, 293, 318, 322, 352, 353, 394, 477, 479, 480, 531, 558
Trades, early, i. 44, 158
— Processions, ii. 514, 530
Tradesmen's Conservative Association, i. 474
— Reform Association, i. 477
Trafalgar, battle of, i. 269, 319
— Dock, i. 565, 567
Trafford family, ii. 141
— Edward, i. 201; ii. 135
— Henry, ii. 10, 134
— — Junior, ii. 135
— Wient, ii. 134
Traill, Dr. Thomas Stewart, i. 394 433; ii. 258, 310, 312
Tramway (Dock), i. 605
Tramways purchased by the Corporation, ii. 528
— Electric power introduced, ii. 529, 532
Tranmere ferry, i. 336
— Steamer "Regulator," i. 337
Travelling, i. 182, 203; ii. 37, 106, 116
Travers, John, ii. 57
Treasurer objects to audit, i. 233
Treating at elections, i. 122, 135, 183, 228, 408, 417
Trevor, Arthur, ii. 177
Trinity Place, ii. 312
Troughton, Thomas, i. 198, 208; ii. 24
True Blue Club, i. 400
Trueman Street, ii. 121
Tuam Education Society, i. 485
Tugs, steam, first employed, i. 325
Tunnel Road, ii. 441
Turner, Charles (Member), i. 406, 409, 505, 510, 512, 513, 519; ii. 469
— Dr., i. 208, 209
— Rev. H. T., ii. 321, 322
— and Mackenzie unseated, i. 513
— Miss, abduction of, ii. 429
— Mrs. Charles, ii. 492, 507
— Thomas, ii. 459
Tyerman, John, ii. 439
Tyldesley, Sir Thomas, i. 85, 86, 88, 90, 106
Tyler, Wat, i. 29
Tyrer, George, i. 153, 172; ii. 7
— James, i. 519

UNDERHILL, Samuel, ii. 219
Union Bank, ii. 99
— Cotton Mill, ii. 75
— Dock, i. 563; ii. 541
— Newsroom, ii. 164, 258, 269, 270, 300
— Street, i. 171; ii. 34, 39, 43
Uniformity, Act of, i. 108
University College, ii. 497, 502, 507, 515, 521, 527, 534
University of Liverpool, proposed ii. 536
Unsworth's Brewery, ii. 278
Untter—(Chaplain), i. 61
Upper Dawson Street, ii. 166, 171
Urmson and Gregson, ii. 14, 311
Urswick, Thomas, ii. 4
Uttinge, Cecilia, ii. 102

VALUATION, i. 21, 22, 25, 104, 156
Vandenhoff, J. G., i. 380, 485; ii. 168
Vandries (innkeeper), ii. 46
— Street, ii. 46
Van Wart, Henry, ii. 85
Vause, Rev. John, i. 282
Vauxhall Road, i. 465; ii. 75, 405
Venables, George, ii. 436
Vegetable Market, ii. 330
Vengeance (H.M.S.), i. 214
Vernon Street, ii. 73
Vernon's Hall, ii. 434
Vickers, Rev., ii. 133
Victoria Dock, i. 565, 567
— Queen, proclaimed, i. 478

Victoria, Queen, Coronation, i. 487
— — Liverpool during reign of, i. 479-550
— — Marriage of, i. 488
— — Visits of, i. 509-512; ii. 180, 514-15
— — Jubilee celebrations, ii. 515
— — Statue, ii. 186
— — Diamond Jubilee, ii. 529-30
— — Death of, ii. 535
— Buildings, ii. 521
— Tower, i. 565
— Street, i. 483; ii. 110, 115
Vignoles, i. 452
Virchow, Dr. R., ii. 528
Virginia, i. 151
— Street, ii. 39
Voelker, Charles, ii. 376
Volunteers, i. 191, 220, 239, 246, 247, 248, 251, 252, 258, 264, 265, 269; ii. 330, 504
— Meeting to establish, i. 524
— Movement of 1859, i. 523
— Presentation of colours, i. 265
— Review of, i. 533
— Service in South Africa, ii. 535
- Swearing in, i. 524
— Turn out, at alarm, i. 266
Voters in 1761 and 1734, i. 202
Votes, price of, i. 424, 450
Vyrnwy Water Supply, Story of, ii. 551-562

WAGNER, Benedict Paul, ii. 270
— Felicia Dorothea, ii. 271
— Misses, ii. 271
Wainwright, William, ii. 360
Waits, the, i. 44
Wakefield, Edward Gibbon, ii. 429
— Rev. Gilbert, ii. 98, 156
Wales, Prince of, marriage, i. 528
— — Thanksgiving for recovery of, i. 539
— — Opening Mersey Tunnel, ii. 513, 549
— — and Princess, visit of, i. 531
— — Opening new docks, ii. 539
Wales, North, route to, i. 337
Waleton, Galfrey de, i. 23
— Henry de, ii. 430
Walker, Sir A. B., i. 546, 547; ii. 302, 495, 496, 575
— — Freedom of City, ii. 518
— Death of, ii. 522
— Art Gallery, i. 546, 547; ii. 302, 495, 496, 519
Walker (Customs Surveyor), i. 151, 152
— David, ii. 449
— John, i. 86, 87, 92
— Joseph, i. 454
— Lieut., R.N., drowned, i. 453
— Richard, i. 233, 235; ii. 267
— Richard (Rose Place), ii. 320
— Roger, i. 51
Wallasey Leasowe, i. 129, 136
— Dock, ii. 541
— Pool, i. 572, 575
Walley, Alexander de, ii. 102
Walmsley, John, ii. 280
— Joshua, ii. 158
— Sir Joshua, i. 477, 486, 489, 493, 494, 518; ii. 211, 280, 439
Walsemann, Adam (bailiff), i. 19, 21
Walton, i. 49, 57, 71, 102, 105, 145, 146; ii. 53, 66
— Church, i. 11, 108
— Colonel, ii. 5
— Hall, ii. 143, 154
— Richard de, i. 23; ii. 102
— Robert de, ii. 35, 411
— Roger, ii. 411, 430
Wanton, John de, ii. 131
Wapentake Court, i. 11, 12, 13, 19, 31, 36, 68, 74; ii. 417
Wapping, i. 579; ii. 292-3
— Dock, i. 559, 578, 602
Warbrick, Richard, ii. 189
Warburton of Penhryn, i. 205
Ward, Abraham, ii. 70
— Captain John, i. 188
— Robert, ii. 217
Warehouses, ii. 49, 541
— on Dock Quays, i. 494, 567, 568, 569
— Meetings on, i. 568
— Contests about, i. 569
Warine of Lancaster, i. 8, 10
Warmyngham, Richard, i. 50
Warren, Edward (Member), i. 65
Warrington, i. 76, 85, 87, 88, 89, 90, 142, 143, 161, 165, 178, 182
Wars of the Roses disturbances, i. 32, 33
Warwick, Earl of, i. 90
Washington Buildings, ii. 99
— Street, ii. 289
Wason, Rigby, i. 477
Watch Trade, i. 182; ii. 119, 157
Water Mill, i. 113
— Street, i. 11, 48, 50, 52, 60, 113, 172, 206, 223, 358; ii. 51, 79-88, 93
— Supply, i. 159, 223, 247, 249, 499, 507; ii. 97, 195-199, 280, 484, 551-62

Water Tank, bursting of, i. 499
— Tower, Everton, ii. 385
Waterford, i. 73
Water-house, ii. 432
— Nicholas, ii, 358
Watergate Street, i. 123
Watering Pool, ii. 74
Waterloo, battle of, i. 321
— Goods Station, ii. 49
— New bathing place named, i. 321
— Subscription for widows, i. 323
— Dock, i. 565, 566, 587, 596
— Road, ii. 47
Waterlow, Sir Sidney, i. 544
Waters, Dr. A. T. H., ii. 497
Waterworks and Companies—
Bootle, i. 247; ii. 97
Corporation, i. 249; ii. 195-197, 280, 484
Liverpool and Harrington, i. 249, 499
Vyrnwy supply, ii. 551-562
Waterworth, Stephen, ii. 308
— Frances, ii. 308
Watson, Lieut. James, R.N., ii. 370
— Rev. Richard, ii. 16
Watt, Richard, ii. 95, 267
— — Jun., ii. 267
— and Walker, ii. 267
Watts, Henry, i. 185
Wavertree, i. 23, 532, 539; ii. 335, 454
— Hall, ii. 152
— Olive Mount, ancient cemetery at, i. 3
— Park, i. 519; ii. 439
— Road, ii. 440
Weaver, River, i. 125, 165, 170
Webster and Forshaw, ii. 141
— Sir Godfrey, i. 243
— Henry, ii. 191
Wedgwood, Josiah, ii. 132, 141
Weightman, John, ii. 118, 300
Welch, Norman, i. 457
Wellington, Duke of, i. 404, 410, 419, 422, 442, 443, 457, 460
— — Statue, ii. 186
— Dock, i. 578, 596
— Road, Toxteth Park, ii. 465
— Rooms, ii. 212
Welsh, Rev. Mr., ii. 261
— Factory, ii. 75
— Population, ii., 353, 407
Wentworth, Richard (Member), i. 129
Weobley Church, i. 99
Wesley, Rev. John, i. 187
Wesley, Dr. Samuel, i. 515
West, Rev. F. A., i. 518
— Rev. George Montgomery, ii. 221, 313, 321-323
— Lady Mary, ii. 435
West Derby, i. 7, 11, 12, 49, 74, 76, 480, 482, 484; ii. 2, 334, 336, 417-449
— Castle, ii. 2, 418
— Hundred, i. 2, 9, 11, 36, 74, 76, 90, 165
— Parish, ii. 422
— Road, i. 483; ii. 382, 426-431
— Union, ii. 383
— Waste lands, ii. 420, 435, 443
— Workhouse, ii. 424
West India Trade, &c., i. 111, 126, 151, 168, 194, 225, 238, 277, 445, 560
Westmacott, Robert, R.A., ii. 316
Westminster Road, ii. 409
Westmorland Place, ii. 326
Wexford, i. 73
Whalers, Liverpool, i. 603; ii. 294
Whalley Abbey, ii. 445, 446
— Fight at, i. 89, 90
Wharncliffe, Lord, i. 451
Wharton, Humphrey, i. 118
— Lord, i. 83
— Robert, i. 118
Wheel of Fortune (ship), ii. 96
Whiston collieries, i. 113
Whitby, Robert (Recorder of Chester), i. 72
— Robert (Town-clerk), i. 72
White Cross, i. 10, 106, 182, 198; ii. 10, 25, 35, 66
White, George (Member), i. 51
— Joseph Blanco, ii. 471
— Rev. Verner M., i. 518, 537, 538, 543; ii. 314
— Mill, ii. 195
— — Street, ii. 195, 202
Whitechapel, i. 91, 171, 483; ii. 174, 175
Whitefield, Rev. George, i. 186
Whitefields, ii. 336, 381
— Road, ii. 380
Whitley, Edward, i. 534
Whitmore, William, M.P., dinner to, i. 415
Whitty, Michael James, i. 465, 469, 505
Wiatt, Thomas, ii. 361
Widows and children (civil war), i. 100, 102
Wigan, i. 76, 82, 85, 88, 163, 165, 218

Wigan Lane, battle of, i. 106
Wilberforce, William, i. 224, 277, 444
Wilbraham, Edward Bootle, i. 173
— Richard, i. 173
Wilckens, Henry, ii. 273
Wilderspin, i. 472
Wilderspool, i. 89
Wilkes and Luttrell election, i. 207
Wilkinson, George Hutton, i. 453
— John and William, ii. 283
Willey, Ralph, ii. 458
William III., i. 134, 136, 137, 143, 148, 183, 234, 288; ii. 6
— IV., Accession of, i. 270, 271, 417
— Coronation of, i. 436
— Decease, i. 477
William (whale-ship), ii. 294
— Street, ii. 91, 105
William Brown Street, ii. 301
— Esplanade, ii. 301
Williams, Charles Wye, i. 399; ii. 47, 264-5
— Burgess, and Co., i. 396
— Lieut.-Colonel George, i. 264, 279, 283, 302, 307, 327, 333, 335, 337, 339, 342, 344, 352, 356, 357, 363, 365, 366, 371, 372, 373, 376, 380, 387, 390, 403, 414, 418, 429, 437, 443, 457, 461
— Sir Frederic, of Kars, i. 524
— Street, ii. 47
Williamson, Edward, i. 108
— John (17th century), i. 75, 92, 93
— John (1761), ii. 64
— Joseph, ii. 443
— Richard, ii. 13
— Thomas, i. 108
— Robert, i. 82; ii. 18
— Square, ii. 166
— Street, ii. 166, 170
Williamson's *Advertiser*, i. 182, 189, 195; ii. 18, 36, 103, 106, 459
Willis, Madame, ii. 58
Willox, Lady, ii. 535
Willmer and Smith, ii. 147
Wilmot, Rev. —, ii. 110
Wilson, Rev. Andrew, i. 394; ii. 245, 258
— J. A., ii., 166
— J. H., ii. 554, 557, 559
— Thomas (Trafford's Lane), ii. 134
— Thomas (Music Hall), ii. 236
— Captain William, ii. 357
Winder, Dr. Henry, ii. 97
Windermere, water from, ii. 554
Windle, Richard, i. 153
Windmills, i. 55, 112, 207; ii. 46, 47, 163, 176, 195, 262, 306, 315, 446, 460, 461, 472
Window tax, meeting for repeal, i. 392
Windsor, ii. 484
Windsor, William de, i. 28
Wine, illicit, i. 30
— Prisage duties, i. 157
Winsford, i. 165
Winstanley, Thomas, ii. 166
Winter, William (Member), i. 53
Wintoun, Earl of, i. 163
Winwick, i. 104, 107
Wirral Railway, ii. 509
Witchcraft, ii. 13
Wolseley, Sir Charles, i. 352
Wolstenholme Square, ii. 269, 277
Wood, George William, i. 460, 466
— J. Warrington, ii. 495
— John, M.P., i. 341, 356, 368, 438
— John, of Bath, ii. 28
— John Nelson, i. 574
— Ottiwell, i. 356, 368, 372, 380; 389; ii. 438
— Street, ii. 279
Woodhouse, Samuel, ii. 377
Woods, John, i. 92
Woods about Liverpool, timber from, i. 101
Woolfield's Bazaar, ii. 162
— John, ii. 162
— Thomas, ii. 162
Woollen trade, i. 197
Woolton Hall, i. 201
Workhouse, Old, ii. 146, 150, 151
— New, ii. 151, 224, 225
— Lane, ii. 116, 151
Worrall, Ottiwell, i. 208
Worthington, Dr., ii. 108
Wortley, Hon. J. Stuart, i. 474
Wright, Captain Fortunatus, i. 189
— John, i. 335, 339, 342, 447, 451, 452, 453, 454, 459, 460; ii. 339
— John Naylor, ii. 42
— Richard, i. 210
"*Wrongs of Africa*," i. 224, 277
Wroth, John (Member), i. 70
Wyatt, James, ii. 14
— T. M., ii. 32
Wybergh, John, i. 425
Wycherley Wood, ii. 46
Wyke, John, i. 208; ii. 119, 120, 157
Wyke's Court, ii. 119
Wylie, Thomas, ii. 259
Wynne, Sir Richard (Member), i. 83, 98; ii. 393

Wynstanley, Thomas, i. 39
Wyre Water, i. 105
Wyse, Thomas, ii. 258
Wyvill, Constantine, i. 363

YACHT Club, i. 529, 532
Yaniewicz and Weiss, ii. 158
Yates, George, ii. 436
— James, ii. 68
— John, i. 485
— John Ashton, i. 373, 393, 436
— Rev. John, i. 284; ii. 68, 108, 149, 469
— Joseph Brooks, i. 337, 376, 433, 451, 508, 569; ii. 68
— S. A. Thompson, ii. 528
— Richard Vaughan, ii. 477
Yellow House Estate, ii. 430
York, Archbishop of, ii. 68, 513
— Duke of (James 2nd), i. 123
— — (Edward Augustus), ii. 269
— Duke and Duchess of, visit, ii. 522
— Lord Mayor of, entertained, i. 550
— Street, ii. 142, 269
— Terrace, ii. 366
Yorkshire militia, i. 215
Younger, ii. 167

ZOOLOGICAL Gardens, i. 501; ii. 427
Zuill, John, ii. 141

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